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VOL. LXXXIII—NO. 97. WILMINGTON, N. C., TUESDAY, JANUARY 26, 1909. WHOLE NO. 12,900.

OUTLINES.

The survivors of the ill-fated ocean liners Republic and Florida, were landed safely in New York last night by the steamer Baltic, one of the first to the rescue. The passengers gave graphic accounts of the crash that caused the Republic to sink on Sunday night.——Ed Marshall, on trial for complicity in the murder of Capt. Rankin, at Union City, Tenn., was on the witness stand yesterday in his own behalf. He told of the manner in which the riders threatened him and how he pleaded to save the lives of Rankin and Taylor.——Japanese ministers speak on the proposed reduction of armament and her friendly relations with other powers.——600 mechanics at the Philadelphia Naval Yard have been dismissed upon completion of work on two battleships——The grand jury hearing the libel case in Washington was in session but an hour yesterday, hearing the reports in the papers upon which alleged libel is based.——State Food and Dairy Commissioners in session at Washington called on the President to express appreciation for his interest in their work.——President-elect Taft and party sailed from Charleston for Panama yesterday.——In the House yesterday Mr. Boutell paid a tribute to the aMrconi operator who stuck to his post to the last on the Atlantic Liner Republic Saturday when in collision with the Florida.——It was a British and not an American flag which was tourn by the mob in Prague——The steamship Republic sank at 8:30 o'clock Sunday night.——A Japanese who has served for years as a steward in our Navy has filed application for naturalization papers in New York.——Only one more juryman was secured yesterday in the Cooper-Carmack case; the charge against John Leigh will be heard later.——Charges will be preferred in the Wisconsin Legislature against U. S. Senator Stephenson, the Republican nominee of the primary, when his name comes up for re-election.——New York markets: Money on call easy at 1 1-2 to 1 3-4 per cent., ruling rate 1 1-2, closing bid 1 1-4, offered at 1 1-2. Flour steady. Wheat easy, No. 2 red 1.08 1-8 to 1.09 1-8 elevator. Corn steady, No. 2, 70 elevator. Oats, steady, mixed 59. Rosin steady. Turpentine steady at 45. Cotton quiet, 10 points lower, middling upanlds 9.90, middling gulf 10.15.

We suppose news about Taft will be scarce for the next four or five days.

We are not caring what's doing it. The fact that the price of cotton is going right up is gratification enough.

With some people a bond issue is like closing an open account with a note. They seem to think that pays the debt.

Wonder if the railroads think they are going to make anything out of that second conference that is to be held?

It would be mighty nice to have a larger and handsomer State Capitol; but are there not other things needed much more?

Why didn't that investigating committee also look into the management of State Guard affairs for the last two or three administrations?

Will those State Senators who, by their absence without leave last Saturday, prevented a session of the Senate draw their pay for that day?

The value of wireless telegraphy in saving human life was fully demonstrated in the accident to the steamship Republic last Saturday morning.

That report of the legislative committee of its investigation of the departments of the State Government will cause some folks to sit up and take notice.

If the Government is to put up a monument on the site of every battle with Indians the people had better begin to reconcile themselves to a bankrupt treasury.

Now the tobacco boards of trade are saying that amendment "with teeth in it" to the anti-trust law will hurt all parties engaged in the tobacco business, including the farmers.

The railroads should remember that when that compromise was agreed upon Governor Glenn exclaimed: "There will never be a higher rate than two and a quarter cents per mile."

If this thing keeps up North Carolina will soon be shingled over from one end to the other with county bonds and the coming generations will find themselves burdened with an immense debt.

If Seawell is the very man for the Judgeship why is it that Duncan and Pritchard did not turn to him until they found they could not get the appointment for another, and he a non-resident of the district?

SECOND WEEK BEGUN

Library of Congress,

Superior Court ... ged Yesterday With Several Cases of Some General Interest.

NOLO CONTENDERE ENTERED

Seven Cases Against W. J. Davis Disposed of.—Charges For Non-payment of License Tax. Verdicts of Not Guilty.

New Hanover Superior Court for the second week of the criminal term convened yesterday morning at 10 o'clock upon the return of Judge W. R. Allen from his home at Goldsboro, where he spent Sunday with his family. A number of cases of more or less interest were disposed of while there were several continuances until the next term.

John C. Burnett, a negro charged with retailing several months ago, his capture having been effected by the police, was called and failed of appearance yesterday morning, he was later arrested on a capias and will stand trial later in the week. The same was the portion of Ellerbee Barnes, colored, charged with seduction. He was placed on trial during the afternoon and is being represented by J. O. Carr, Esq. The trial had not been concluded yesterday afternoon when court took a recess at 6 o'clock until 9:30 A. M. today.

John H. Shaw, a well-to-do colored man, charged with maintaining a nuisance as one of the owners of Eastern Star Hall, appeared through his attorney and the ends of justice seem to have been met in a nol pross with leave.

The charge of seduction against Capt. Seth Jones was continued until next term but his bond was ordered increased to $500, the continuance having been upon affidavit of defendant through his counsel, George L. Peschau and Woodus Kellum, Esqs. The State was assisted in the prosecution by Hon. John D. Bellamy and W. P. Gafford, Esq.

The principal jury cases of the day were those in which Lloyd Williams and Wash Brown, both colored, were charged with the larceny of timber on the river, the property of the Cape Fear Lumber Co., and Mr. C. O. Knox, charged with having bought the same and having it in his possession at his mill on the river. The solicitor was assisted in the prosecution of the cases by J. O. Carr, Esq, while Mr. Knox was represented by Hon. Jno. D. Bellamy and Herbert McClammy, Esq. A verdict of not guilty was entered by consent as to Williams and Brown, and the jury found Mr. Knox not guilty after a trial of considerable length.

J. W. Collins, charged with cruelty to animals and an assault with a deadly weapon upon a man who remonstrated with him about overloading and whipping a beast, was found guilty of both charges, but judgment was reserved to hear further from defendant's counsel, Hon. Jno. D. Belnamy and Herbert McClammy, Esq.

There were several indictments by the grand jury for non-payment of license tax, Dr. A. H. Thurber, colored, being one of these. He was let off upon payment of tax and costs. A similar judgment was entered as to Mr. John R. Turrentine, Jr.

Mr. D. L. T. Capps, charged with an assault in which serious injury was done to Lawyer J. H. Scull, submitted through his attorney, Woodus Kellum, Esq., to simple assault and was fined $20 and costs. Mr. Scull was represented by ex-Mayor A. G. Ricaud.

The seven cases of receiving stolen goods against Mr. W. J. Davis, proprietor of a second-hand establishment on Second street, were submitted by defendant's counsel, Hon. Jno. D. Bellamy and Messrs. McClammy and Kellum, on a plea of nolo contendere and the defendant was discharged upon payment of costs amounting to considerably more than $100. It will be recalled that a number of articles stolen by a young white man, a drug fiend, were found in Mr. Davis' possession.

W. C. Capps, charged with disposing of mortgaged property, through his counsel, entered a plea of guilty of forcible trespass and was let off with the costs.

H. T. BLAKE ESCAPED

Serving From New Hanover, Slipped Away From State Camp.

The local authorities have been advised of the escape of H. T. Blake, of New Hanover, from the State penitentiary convict camp near Elkin, N. C. Blake is a young white man sentenced from this county at the April 1906 term of Superior Court to four years for larceny. Blake made his escape Thursday of last week and the penitentiary authorities offer a reward of $25 and all necessary expenses for his recapture. It will be recalled that there were several counts of larceny against the young man, who is well connected. One of these charges was breaking into a boat house of Mr. Louis H. Skinner and stealing a gun and several articles of clothing. Blake is now but 22 years of age, height 5 feet 7 inches, and weight about 150 pounds.

MEGIDDO MISSION WORK

Secretary and Mrs. Dowsland, Prominent Missionary Workers in The City to Awaken Interest in The Bible.

Two interesting visitors to the city are Mr. and Mrs. D. S. Dowlsand, who are here in the interest of the Megiddo Missionary Society, of which Mr. Dowsland is secretary and about which so much has been written recently in the magazines and periodicals of the country.

Mr. and Mrs. Dowsland will spend some time here distributing literature and acquainting the people with their work preparatory to holding a meeting in the city later. The Megiddo Society was formed 40 years ago by Rev. L. T. Nichols, of London, and its purpose is to awaken a greater interest in the Bible and its teachings. The work of the society is inter-denominational and Mr. Dowsland talks interestingly of the appaling lack of knowledge of the Bible even among the more cultured. The society which he represents eschews the sensational in its means and methods, believing that more lasting good can be accomplished by arousing interest in the Bible as the Word of God.

During his stay in Wilmington Mr. Dowsland will make personal calls upon many people, distributing pamphlets and other literature in order that his work and the conditions which have brought it into being may be more thoroughy understood. At the series of lectures to be delivered later, reasons will be pointed out why the people should devote more time to the teachings of the Bible. There will also be suggestions as to how the word may be understandingly read and studied.

The headquarters of the society are at Rochester, N. Y. "Megiddo" is a Hebrew name and means "God is in this place." Some years ago the society built a large missionary boat and this was used in traveling thousands and thousands of miles on the Mississippi river. On the boat 19 families made their home, going from point to point, interesting the people in the great work in which they are engaged. The society is self-supporting and has been from the start.

ACCIDENT IN PRESS ROOM.

Delay in Delivery of Sunday's Paper—Kindness of Contemporary.

Owing to an accident, which occurred in the press room of The Star Sunday morning, too late for even temporary repairs before the time the paper was due to be on its way to its readers, there was an unavoidable delay in delivery to subscribers both in the city and out of town. It was only through the kindness of our evening contemporary, the Dispatch, that the paper was enabled to get out at all. Although at an unseemly hour for all except those hardened to the grind of all-night work on a morning newspaper, Proprietor R. P. McClammy most graciously placed his press room at the disposal of his less fortunate neighbor and Pressmen A. W. Allen and Fred Griffith, of the Dispatch, "turned out" of a comfortable Sunday morning berth and worked like beavers until their big machine was all "threaded" up and "rolled" for an eight-page paper and the sheets were soon coming off so fast that they were removed with difficulty as quickly as they were being delivered for mailing purposes by cart at the Star office. It was the first time the Star has been printed, even in part, for 12 or 15 years out of its own office, and the kindness of all who assisted is more than appreciated. Repairs of an inconsequential nature except "just at press time," when similar accidents always occur, have already been made to the Star's own press and the paper will doubtless reach its readers this morning "good and soon."

PARISH GUILD TO ENTERTAIN.

"Silver Tea" at Residence of Mrs. Woolvin Wednesday Evening.

An entertainment of rare pleasure for all who attend—and the public is cordially invited—will be a silver tea at the residence of Mrs. James F. Woolvin, No. 503 Chesnut street, on Wednesday evening from 8 to 11 o'clock by the Parish Guild of St. John's. No invitations are issued but all friends are expected. There will be a programme of pleasing music and readings with refreshments and other features. The Guild has set itself the commendable task of building a choir room to the church and with the near approach of Lent, the ladies are especially anxious that the tea tomorrow evening shall be a great success. There will be no charge for admission but there will be a receptacle at the door where any free-will offerings may be made.

Mr. Walters Interested in Theatre.

Wilmington friends will be interested to know from the Baltimore Sun that Mr. Henry Walters is one of the new controlling interest in the Lyric, a new $5,000,000 theatre enterprise in Baltimore, of which he is a director. Others, according to the Sun, are William K. Vanderbilt, Robert Goelet and Otto H. Kahn, of New York. The New York members of the syndicate are all large stockholders in the Metropolitan Opera Company.

Money

Deposited now with The People's Savings Bank, will draw 4 per cent interest from February 1st. ja 26 3t

NEGRO HURRIED AWAY

Further Demonstration Toward Will Ward Negro in Jail at Clinton, N. C,.

RALEIGH FOR SAFE KEEPING

Carried Across Country to Fayetteville, Thence by Train to State Penitentiary—Other State Capital News.

(Special Star Correspondence.)

Raleigh, N. C., Jan. 25.—Accompanied by Sheriff McPhail and a deputy of Sampson county, Will Ward, the negro who last week made a criminal assault upon Mrs. McLeod near Clinton, N. C., was brought to the State prison here this morning for safe keeping.

Shortly before Sunday midnight, Sheriff McPhail saw a mob gathering about the jail in Clinton and just as he believed that the jail was about to be stormed, he spirited the negro from his cell, took him into a two-horse vehicle and hurried with him across the country to Fayetteville, reaching there shortly before 5 o'clock. Sheriff Watson, of Cumberland, was summoned from his bed with a request from the Sampson sheriff that he be permitted to lodge Ward in the Fayetteville jail. Sheriff Watson told the Sampson officer that he would like very much to accommodate him, but Fayetteville was very close to the Sampson line and he did not care to jeopardize the safety of prisoners in his own jail by admitting the Sampson fiend; that a train for Raleigh left within an hour and the prisoner could be carried to the State penitentiary. This advice was accepted and the negro was brought here on the Raleigh and Southport train, which left Fayetteville at 5:30 o'clock this morning. He will be returned to Clinton next week for trial at the regular February term of court there.

New charters today: Curtis-Peirson Co., of Enfield, general merchandise; capital $50,000, to begin business with $30,000; Geo. B. Curtis and S. Peirson principal incorporators.

Rutledge-Thompson Co., of Stanley Creek, Gaston Co., general merchandise; capital $25,000, begin business with $6,000; J. G. Rutledge and C. D. Thomson principal incorporators.

J. L. Hemphill & Co., of North Wilkesboro general merchandise; capital $125,000; begin business with $10,000; J. L. Hemphill principal incorporator.

Amendment to charter of Mooresville Cotton Mill, of Mooresville, J. E. Sherill president, Geo. C. Goodman, secretary and treasurer, increasing capital from $200,000 to $400,000.

Announcement is made by State Superintendent Joyner that J. A. Bivens, superintendent of the Monroe public schools, is appointed superintendent of the entire teacher training work of the State, including the general direction and supervision of the work of county institutes and county teachers' associations. This is an enlargement of the duties of the position held by the late Captain John Duckett as superintendent of the colored and Indian Normal schools. Mr. Bivins is to give only a part of his time to the work until April 1, owing to his duties as superintendent of the Monroe schools. Mr. Bivins is a prominent and very successful educator, eminently fitted, it is said, for the duties of his new and highly responsible position.

SEMINOLE HERE YESTERDAY

Dynamo Broke Down on Revenue Cutter—Leaves For Charleston.

The revenue cutter Seminole arrived in port Sunday morning after a trip of six days as far north as Lookout Bight and Cape Hatteras, having been forced to cut short her extended cruise on account of the break down of her dynamo. Immediately upon her arrival Commanding Officer Broadbent conferred with the Treasury Department and the broken machinery was yesterday shipped to Richmond for repairs.

The cutter cleared again yesterday afternoon for Charleston, but will exclude Port Royal from her itinerary, thus enabling her to get back to her home port by the first of February.

The cutter experienced fine weather on her last trip and two spars were sighted between Lookout Lightship and Frying Pan shoals, but on account of having only one mine an attempt to blow up the obstruction was not made. This was the remains of the derelict schooner Richard L. Walker. The cutter will obtain a wrecking outfit while in Charleston.

Royal Arcanum Gathering.

There is to be a notable gathering of Royal Arcanumites at Raleigh on the evening of February 2nd, at which time the Supreme Regent of the order will be present and make an address. Grand Regent H. E. Bonitz, of this city; Mr. J. Weil, for more than 30 years collector of Cornelius Harnett Council, of Wilmington, and other prominent Arcanumites will be present. Mr. Bonitz has been asked to be one of the speakers at an elaborate banquet in honor of the Supreme Regent and will have for his subject, "What the Arcanum is Doing in North Carolina."

COMMITTEE IS COMPLETED

Chairman McQueen and Mr. S. P. McNair Named on Behalf of Board of Audit and Finance to Negotiate Waterworks.

Chairman H. C. McQueen and Mr. S. P. McNair have been named as the members on the part of the Board of Audit and Finance on the special committee from that body, the Board of Aldermen and the Water Commission to further negotiate for the purchase of the plant of the Clarendon Waterworks Company and to effect, if possible, a purchase of the property by the city.

The resolution of the Board of Audit and Finance, it is stated, provided that the chairman should serve and the other member was named by Mr. McQueen while North upon advices from Wilmington that the plan suggested had been found acceptable to the other two bodies. The appointment of the other member of the committee from the Board of Audit and Finance was made known in a letter from Chairman McQueen received by Captain T. D. Meares, clerk of the Board, yesterday morning. Mr. McQueen and Mr. C. W. Worth, the latter chairman of the Water and Sewerage Commission and representative from that body on the joint committee, are out of the city, Mr. Worth attending a meeting of the University Trustees at Raleigh, but will reach here this evening and a meeting of the entire committee will be held tomorrow night at the City Hall, at which time a plan will be formulated for endeavoring to get together on the proposition.

The members on behalf of the Board of Aldermen are Dr. C. P. Bolles, Jr., and Mr. T. W. Wood. The committee will hardly be ready to report before the last of the week, if, indeed, as early as that. It is said that this committee will make a unanimous recommendation and that it is tacitly agreed on all sides that this recommendation will finally settle the matter. The public has unbounded confidence in the judgment of the committee as a whole and will abide whatever decision is reached.

HIT WIFE WITH LAMP

Colored Woman Struck in Face and Severe Injury Inflicted.

Charged with assaulting his wife with a deadly weapon, the same being a glass lamp, which he is alleged to have thrown at her, James Wiggins, colored, was arrested late Sunday night at his home near Sixth and Brunswick streets, and admitted the offense, but claimed it was accidental.

The warrant was sworn out by Officer W. G. Brinkley, on information and belief, the alleged difficulty between Wiggins and his wife having taken place on Sunday morning. The lamp struck her squarely in the face and the injury inflicted was most severe, it requiring several stitches to repair the wound. Since the occurrence she has been unable to make affidavit to the facts in the case and the trial is set for today in the police court.

Funeral of Mr. W. B. Wells.

In the presence of a large assemblage of friends, impressive funeral services were conducted at 10:30 o'clock yesterday morning over the remains of the late Mr. W. B. Wells, from the residence of his son, Mr. P. W. Wells, No. 2 Postoffice Avenue, the Rev. A. D. McClure, D. D., officiating. The funeral hymns were rendered by a special male quartette and the floral offerings were many and very beautiful. The interment was in Oakdale cemetery, the ball-bearers having been Messrs N. J. Williams, Benj. Bell, Sr., M. L. Starkey, M. D. Bright, W. M. Cumming and C. S. Denny. The funeral was postponed until yesterday in order that Mrs. Morrison, of Pittsburg, Pa., a daughter of Mr. Wells, might reach here to attend the services. The only remaining member of the immediate family, Mr. Bert Wells, a son, is traveling in South America and, of course, could not be reached. Mrs. Wells, the bereaved widow and Mr. and Mrs. P. W. Wells desire to thank all who were so kind to them in their hour of sorrow, assuring them that their kindness will not be forgotten.

Mrs. Beck Dies in Brunswick.

The death of Mrs. M. Beck, which occurred at Town Creek, on Sunday afternoon will be learned with much sorrw by her many acquaintances. She had been in failing health for some time, and for the past nine years had been an invalid from the result of a stroke of paralysis she suffered. Mrs. Beck was 54 years of age and is survived by a husband and seven children, all residents of Brunswick county. The funeral was held from Mill Creek church at 5 o'clock yesterday afternoon and the remains interred near that place.

Rehearsals For Slumberland.

The rehearsals for "Slumberland," which will be given February 18th, 19th and 20th under the auspices of the Ministering Circle of the King's Daughters, will begin today in the hall above the Tidewater Power Company offices. The children will meet at 3:30, grown people at 8:30. All those who have so kindly consented to take part will please be there and on time.

STATE LAWMAKERS

Several Bills of More or Less General Interest Yesterday at Raleigh.

NEW HANOVER LOCAL BILLS

Mr. Morton Would Restore "Local Self Government"—Regulation of Automobiles and Pilotage—Others of Importance.

(Special Star Telegram.)

Raleigh, N. C., Jan. 25.—The reception of the report of the Legislative Committee of 1907 to investigate conditions in the State offices, which took the same course as it did in the House Saturday; a bill to provide equipment and maintenance of the East Carolina Teachers' Training School at Greenville, and another by Elliott, of Hickory, contemplating a re-districting of the State as to judicial district at the next session were the features of today's session of the Senate.

In the House important bills were to eliminate the poll tax prerequisite for voting and extend the educational qualification to Nov. 1916, to make more stringent the law as to the sale of opium and morphine, and to regulate the driving and management of automobiles on the public roads of New Hanover and 47 other counties, which asked to be included in its provisions.

The latter bill, which is by Mr. Morton, of New Hanover, levies an annual tax for road purposes of $2 per year on runabouts and $4 per year on cars of above 16-horse power. Visiting vehicles are exempt for two weeks.

Another bill by Mr. Morton, of much import to the people of New Hanover, is "to restore local self government in New Hanover" by exempting it from the provisions of the State prohibition law. The preamble recites that at the election on the issue last May New Hanover voted against the measure and goes on to say that "believing that local self-government is the foundation stone of a Republican form of government, that New Hanover be exempted from the provisions of the new State prohibition law and that all acts relating to the manufacture and sale of spirituous liquors in force Dec. 30th, 1908, be re-enacted to apply to New Hanover county." The bill went to the committee on Liquor Traffic from which it is hardly expected that it will receive a favorable report.

Senator Kluttz, president pro tem, presided for a 45-minute session of the Senate today. The report of the 1907 Legislative committee on examination of the offices of the State Treasurer, Auditor and Insurance Commissioner was offered by Senator Blow, and on his motion referred to a select committee for examination and report. The committee is not named. Among new bills today were:

Blow, to provide for the equipment of the East Carolina Training School and carrying appropriations of $50,000 for equipment and $25,000 for maintenance similar to the bill offered in the House Saturday.

Starbuck, to amend articles of incorporation of the United Brethren, of Salem.

Dockery, by request, to amend the charter of Carolina College.

Elliott, to amend the charter of Clairmount College, Hickory.

Elliott, to require clerks of Superior Court to report to the Attorney General, terms of court, cases tried, continued, length of term, and cause of adjournment, reports to be for the re-districting the State.

Pharr, to amend the act to incorporate the Masonic Temple, of Charlotte in 1869.

Hankins, to amend the revisal relative to the sale of dynamite.

Among the bills passed final reading were:

To incorporate the Pee Dee Valley railroad company; to amend the charter of Kinston; House resolution extending to President Venable, of the University of North Carolina, thanks of the General Assembly for entertainment on Lee's birthday; House bill to repeal the Act of 1907 relating to fees of officers in Johnston county.

The Senate adjourned to 11 o'clock Tuesday morning.

The House convened at noon and among petitions and memorials read were by Koonce, from citizens of Onslow, to appoint F. D. Shaw a justice of the peace in Richlands township; Koonce, petition from citizens of White Oak township, Onslow, for State prohibition law to be so amended as to allow farmers to sell wine of their own make in quantities of a quart or less; Cox, of Wake, a memorial from the North Carolina Society of the Sons of the Revolution relative to the Hall of History.

Among new bills introduced were: Latham, to authorize Belhaven Graded school to issue bonds.

Currie, to amend 2830 Revisal, relating to working on Sunday.

Haymore, to amend the constitution, Article 6, striking out the poll tax prerequisite for voting and extending that time for the application of the educational qualification to November, 1916.

Fagg, to protect millers and customers.

Hinsdale, to amend the revisal, rel-

(Continued on Page Four.)

The Morning Star.

Founded in 1867.

WILLIAM H. BERNARD.
Owner and Editor.

WILMINGTON, N. C.

Entered as second-class matter at the postoffice at Wilmington, N. C., under the Act of Congress of March 3, 1879.

Tuesday, January 26, 1909.

LOOSE BUSINESS METHODS IN STATE OFFICES.

As our readers remember, the last Legislature appointed a special committee to examine the books of the State officers and report to the succeeding Legislature, which report was made to that body last week. The committee was diligent in its work and went deeply into details in the management of the several Departments. While it found no real wrong doing on the part of any State officials it did find looseness in the manner of conducting some of the business of the State.

The report, which was published in full in Sunday's News and Observer, deals first with the Auditor's office, After saying it found this office kept in first class shape, the report recommends that more attention be given to the law under which claims are filed against the State, before the Auditor issues a warrant upon the Treasurer for the same. In reference to vouchers improperly drawn for pay of officers for bringing in fugitive criminals from other States the report says:

"Voucher No. 51833 drawn $99.87 payable to N. A. Watson, sheriff. This seems to be for the expense of bringing a fugitive from justice back to this State who had fled therefrom and the bill which he filed and which was sworn to allows him ten cents per mile actual expense, whereas, see No. 3189, under which the warrant was drawn, in our opinion, does not warrant or justify the payment of an amount greater than his actual mileage. In this connection we desire to say that there have been a great many vouchers issued on section No. 3188, Revisal of North Carolina, which has reference to the arrest of fugitives from justice. We feel that the State in a great many of these cases has been imposed upon. In none of these cases has the law been complied with, in that it does not appear that any proclamation has been filed, in some cases no record that proclamation was ever published or reward offered and we think that before any further amount is paid out under this section, it should be absolutely complied with in every respect. We desire also to say that in our opinion, in the bringing of convicts to the penitentiary from the various counties of the State, the sheriff should be required to come the nearest route. We find that in some cases this has not been done, and before issuing warrant for the payment of this expense the auditor should ascertain that the statute requiring this has been complied with."

In regard to the allowance made to the Governors for rent of rooms by the act of 1885—before the Governor's Mansion was completed—and which has been kept up to the present day, the report says:

"We find that in 1885 the Legislature of North Carolina passed an Act which was in commutation of rent by which the Governor of North Carolina was allowed the sum of $30 per month so long as the Executive Mansion was unfit for occupancy and no longer. Upon examination we ascertained that the various Governors of North Carolina from that period until this, without any exception, have been collecting this amount. The form in which it is now paid is in the shape of a bill made out by the Keeper of the Capitol in the following words and figures:

"'The State of North Carolina to Governor, Debtor.

"'To servant hire in the Executive Mansion during the month..... $30.00.

"We cannot approve of these vouchers, in that we do not think there is any law which justifies the issuance thereof, and even if there were the whole matter has been irregular in that the Keeper of the Capitol informs your committee that he has never employed any servant within the Executive Mansion; that he does not know whether or not any one is employed or ever has been, and that he has no knowledge as to the wages paid any domestic servants, employed therein.

"He further states that he collects this amount himself from the State Treasurer each month, receipting the bill himself, and pays same over to the Governor, for which he asks no receipt, and takes none."

The committee finds that the keeper of the Capitol has five more persons on his weekly pay roll than is allowed by the act of 1907.

In reference to the office of Fish Commissioner, which is held by T. S. Meekins, who is a member of the firm of Evans & Meekins, under the act of 1907 the committee says:

"In the discharge of his duty he is required to rent a boat and patrol the waters of North Carolina to see that the law in regard to the fishing industry is properly enforced; that he is given authority, under said act, to purchase supplies for said boat and crew, and that in the pursuance of such authority he has bought a great many articles, for which he has rendered his account. We find that each article of food supply, purchased by him during the last two years was bought by him from the firm of Evans & Meekins, of which he is a member, that he has sworn to the account as a member of the firm, and also approved the said account as Fish Commissioner. We further find that he has rented his own boat to the State, for which he has received the sum of $60 per month. We further find that he has rented an office from himself, for which he charges the sum of $8.33 per month. We feel that it is our duty to call this matter to the attention of your honorable body, as it is in violation of section 3572, Revisal of North Carolina."

In reference to three vouchers drawn to pay attorneys' fees in certain cases the committee says:

"Voucher No. 46049, issued to T. B. Womack in the sum of $250.00, this voucher was issued under No. 5332, Revisal of North Carolina, and, in our opinion, same was improper and there was no law to justify the issuance or payment thereof. This money was to pay Mr. Womack for his services in representing the defendants who were indicted by the grand jury of Wake county for murder of one 'Nalle' who was an inmate of the State Hospital at Raliegh. We cannot approve it.

"Voucher No. 49126 issued to W. M. Bond, in the sum of $75.00 for services in the Supreme Court in the case of Holeman against Daniel paid out under Section No. 5332, Revisal 1905, we are unable to find any law which justifies the issuance of this warrant.

"We find voucher No. 49927 in the amount of $75.00 issued to H. S. Ward for services in the above entitled case, drawn under said Section above referred to, for the reasons above set forth, we do not approve the issuance of this warrant, as we fail to see that the State of North Carolina had any interest direct or remote in the above entitled case, and from the record before us it appears that this was a civil action between these litigants."

The committee also disapproves of a certain voucher for $72 drawn in favor of Mr. A. J. Barwick for services rendered as member of the school board of examiners while drawing a salary from the State as chief clerk in the office of State Superintendent of Public Instruction.

In reference to the Insurance Department the committee finds that the commissioner carries insurance on the States' buildings to the amount of $2,191,900. It states that upon investigating the books and accounts of that department it was unable to make an examination which would be satisfactory, so it employed expert accountants to assist in the work of examining the books from December 1, 1906 to January 1, 1907, and their report is embodied in that of the committee. In their report the accountants say:

"We find that the books have not been properly kept and balanced, and that no cash book has been kept, showing the accurate receipts and disbursements of the funds handled during the period of our investigation. Neither could we find at any time before or since our investigation began where any balance sheet had been rendered, showing the balance on hand, if any, therefore, we have been unable to determine what balance, if any the State Insurance Commissioner should have had on hand or due the State on December 1st, 1906; however, we find that his bank pass books show a balance in banks on December 1st, 1906, of $12,152.69, in which should have been $3,248.40; belonging to investigation of Fire Fund according to the Commissioner's Record."

"The Commissioner gave us all the assistance we could ask for in making the investigation and showed no disposition to counsel any of his records, and while our investigation did not disclose any evidence of dishonesty on the part of any one handling the funds, we think the system of bookkeeping is very unsatisfactory and does not properly represent all accounts and items pertaining to the office of the Insurance Commissioner as they should do."

The committee further says as to the Insurance Commissioners' office:

"We further find that under Section No. 4784, Revisal of North Carolina, the Insurance Commissioner is required to keep a careful record of the securities deposited by each company; we regret to say that this Section of the law has not been followed at all, we find that there is on deposit in the office of the Insurance Commissioner securities aggregating $1,000,000.00, and the only record (if it can be termed record) which the Insurance Commissioner has of them is a small book which he carries in his vest pocket, and upon which some of the securities appear, all of which are written in lead pencil. Your Committee desires to call especial attention to this and recommends to your Honorable Body that this law be fully complied with at once.

"We find that Section No. 4683, Revisal of North Carolina, requires that the Insurance Commissioner should keep in a permanent form a record of his proceedings including a concise statement of the result of all official examinations of companies. This law is not kept, and we have been unable to find where the Insurance Commissioner has any record of this matter.

"Under Section No. 4823 the Insurance Commissioner is required to collect a tax of one-fifth of one per cent on all of the gross premiums receipts of the Fire Companies to defray the expense of investigating suspicious fires, and keep a separate account of all money disbursed under said chapter, and include same in his annual reports. This has not been done and your committee is unable to find any record which is satisfactory to them of the amount of receipts or disbursements under this section, and the same is not included in the annual report filed by the Commissioner except in a lump sum, which in our opinion does not meet the statutes."

The report is quite a lengthy one, but the above are it leading features. It shows that, while there has been no embezzlement of public funds, some of the business of the State is very loosely conducted, and that there is necessity for legislative action to prevent continuance of the present state of affairs in these departments.

That lynching in the very center of the city of Mobile Friday night shows how difficult it is to prevent such crimes when a determined set of men make up their minds to take the law into their own hands and go about it in a quiet way.

The recordership idea is becoming popular all over the State. If such courts are established in most of the cities and larger towns, there are going to be some men disappointed about getting those proposed additional Judgeships.

When it comes to raising salaries Congress pays no attention to the present and prospective dificiencies in the Treasury; but they loom up big when appropriations are asked for in the way of needed river and harbor improvements.

CURRENT COMMENT.

—Mr. Bryan is one of the most remarkable men of the day. Here he is declaring, after observing the trend of events, that if the election were to come off now his plurality would equal that of Mr. Taft. Fact is if the election were to come off now Mr. Bryan couldn't carry Georgia and he would stand easily to lose North Carolina and Tennessee.—Chattanooga Times.

—The Washington correspondent of the New York Tribune assured us the president had evidence that would ruin many congressmen if he were "forced," to produce it. Congress has called for it—how can we do more to enforce a demand that the people be shown how guilty these rascals are? Talk about a muckraker—the chief of the clan lives in the White House.—Florida Times-Union.

—Mr. Kern is a very popular man in Indiana, and for a time it was thought that he would have a walkover in the senatorship race. But, reduced to its last analysis, it appears that Mr. Kern is far more popular with the Hon. Thomas Taggart, of French Lick Springs, than he is with the voting masses and the members of the Legislature of his State.—Savannah News.

—Are we to have a renaissance of the star chamber and the drag net warrants which brought Charles the First to the block? Is our Bill of Rights worth the paper it is written on? The issue is not whether the New York World has abused the liberty of the press. We believe it has. But if a wrong has been committed the author must be called to account according to the law or a greater wrong still will have been committed.—Virginian-Pilot.

—"The battleship North Carolina has never before been in Carolina waters," says The Charleston News and Courier. As a matter of fact, the good ship North Carolina received her silver service in Cape Lookout harbor months ago. While she is due in South Carolina waters for the first time, she has unquestionably been in Carolina waters before. Our contemporary ought to take some sort of memory treatment. No wonder that it is notoriously no authority upon history.—Charlotte Observer.

—Just what is the nature of the government proceedings against the World we do not yet know, but it is safe to say in advance that if the prosecution be anything but a suit for libel by aggrieved individuals, if it be an attempt to establish the right of the government, as such, to punish even unjust or malicious attacks, it will be an enormous blunder. We say this irrespective of what the law may be found to be. It is possible that under some old statute or other a government suit for libel may be maintained, but the mistake of bringing one is not thereby diminished. Far from fettering reckless journalists, it puts a new weapon in their hands. They can at once cry out that they are victims of oppression and that the freedom of the press is imperiled in their persons. The real issues will be hidden under a cloud of this kind of dust.—New York Evening Post.

—Hon. Hannis Taylor, who is one of the latest and most distinguished Southern Democrats who have been converted to Taft Republicanism, and who recently wrote in the North American Review and article "The Solid South a National Calamity," is out in the Washington (D. C.) Herald in defense of his defection and rank heresy from the doctrines upon which the South depends for the safety of its society and the salvation of its principles and tries to escape all responsibility by declaring that the negro question was settled twelve years ago. He is most respectfully asked: "How was it settled?" The answer, as all in the South know, is that it was settled so far as it could be under the conditions which exist, by the solidifying of the white people of the South for white supremacy. The only hope for permanent white supremacy is from the decrease of the negro population by emigration into States where they can have equality with the whites. For the great body of the Southern whites, or for the considerable number of them to become Taft Republicans, the white solidarity would be divided and a negro wedge driven in between the white contestants for political power would destroy white supremacy and restore the whip hand and the whip to the negroes. Evidently Mr. Taylor understands this certainty if his proposition obtains in the South, and if so he must expect and approve such a result. The negro question in many of the Southern States is as serious as ever it was, and while it remains so the white solidarity of the South will stand as it is.—New Orleans Picayune.

TWINKLINGS.

—"No one understands me," he complained. You ought to get a job in a museum as the human phonograph."—Houston Post.

—Bess—Jack says my mouth is the prettiest he has ever seen. Frank—Indeed? Well, I'll put mine up against it any time.—Judge.

—"Ive just been reading about the power of the will. It's a wonderful thing." "Yes; I know of a will that makes seven children and thirty-two grandchildren behave."—Puck.

—"I've had to give a great many wedding presents," declared he. "So have I," responded she. "Suppose we marry and get square with our friends?"—Pittsburg Post.

—"Whom would you rather entertain," asks the Philosopher of Folly, "a perfectly stupid bore, or a clever fellow who has just been abroad for the first time?"—Cleveland Leader.

—Father (angrily)—If my son marries that actress I shall cut him off absolutely, and you can tell him so. Legal Aviser—I know a better plan than that—tell the girl.—Boston Transcript.

—First Father—I never gave my boy money for a reward. I don't believe in paying him for being good. Second Father—Ol, you expect him to be good for nothing, do you?—Well, that's about what he is.—Somerville Journal.

—Minister—I made seven hearts happy today. Parishioner—How was that? Minister—Married three couples. Parisher—That makes only six Minister—Well, you don't think I did it for nothing?—San Francisco Chronicle.

—Little Joe—Oh, mamma! Look at the poor little dog without a tail! The people who own him ought to attend to it. Mamma—But what could they do? Little Joe—Why, they could take him to a tailor and nave a new tail made.—Chicago News.

—The Charlotte Observer revokes that statement that the last cocktail was made in North Carolina last Thursday. We thought our contemporary would take a more hopeful view of the situation after a fair investigation.—Houston Post.

—Could anything exceed the politeness of the Irish cabby? An old lady called for a cab and said to the driver: "Help me to get in, my good man, for I'm a very old lady, you see." "Begorrah, ma'am," was his reply, "no matter what age ye are, you don't look it."—Philadelphia Inquirer.

SIX BOSSES IN SENATE

La Follette's Magazine Names Them and Denounces the System.

"Less than a dozen bosses dominate legislation in the United States Senate," says this week's issue of La Follette's Magazine.

"Who are these bosses?" it goes on. In the order of their control one acquainted with the business of the Senate would name them as follows: Aldrich, Hale, Elkins, Cullom, Gallinger, Forake:.

"Do they rule because of their superior mental endowment? Far from it. They are not great men. In the main, they are quite an ordinary lot. They are the product of a bad system.

"Legislation in the United States Senate is controlled by committees. The appointment of the committees is controlled by party caucus. The caucus is composed of a few bosses, with a few independents and many cowards and followers. When the committees are announced the bosses are found upon the committees which control appropriations, finance, transportation, tariff, commerce, foreign relations, military affairs, naval affairs—and they have not overlooked the Judiciary Committee nor the Committee on Rules."

—Charlotte News, Jan. 23rd—Mrs. William A. Graham, of Macpelah, Lincoln county died at the home of Dr. Geo. W. Graham this morning at ten minutes before 12 o'clock. Mrs. Graham was stricken with paralysis while on a visit to Dr. Graham last August and was never able to be removed to her home. A few days ago her condition became worse and today the final summons came and her weary spirit passed from suffering to the calm rest of eternity. Mrs. Graham was Miss Julia Lane, of Amelia Court House, Va., and she was 63 years of age.

To Drive Out Malaria And Build Up The System.

Take the Old Standard GROVE'S TASTELESS CHILL TONIC. You know what you are taking. The formula is plainly printed on every bottle, showing it is simply Quinine and Iron in a tasteless form, and the most effectual form. For grown people and children 50c.

Plant Wood's Seeds For The Garden & Farm.

Thirty years in business, with a steadily increasing trade every year—until we have to-day one of the largest businesses in seeds in this country—is the best of evidence as to

The Superior Quality of Wood's Seeds.

We are headquarters for

Grass and Clover Seeds, Seed Potatoes, Seed Oats, Cow Peas, Soja Beans and all Farm Seeds.

Wood's Descriptive Catalog the most useful and valuable of Garden and Farm seed Catalogs mailed free on request.

T. W. WOOD & SONS,
Seedsmen, - Richmond, Va.

DAVID'S

Save Your Money!

Here's a money making and a money saving investment.

No element of speculation about it.

Invest your money in good Clothes, while the bottom is out of the market.

That's right now—this very day!

We've reached our clearing period. We've cut prices right and left—offering values unsurpassed, at a saving of from—

20 TO 25 PER CENT ON THE DOLLAR.

The quicker you act, the better the values you will be able to select. Don't let this chance escape you! Can you afford to? Read!

$30.00 Suits and Overcoats, now $22.50
$25.00 Suits and Overcoats, now $18.75
$22.50 Suits and Overcoats, now $18.00
$20.00 Suits and Overcoats, now $16.00
$18.00 Suits and Overcoats, now $14.50
$15.00 Suits and Overcoats, now $12.00

All Boys' and Children's Suits and Overcoats at the same reduction.

THE A. DAVID CO.
TAILORS, CLOTHIERS, HATTERS AND HABERDASHERS.
212 North Front Street.

jan 16 tf.

Our Reductions Mean Something!

A Few Broken Lots That Must Go

One lot Ladies' Shoes, $2.50, $3.00 and $3.50, at..... $1.95
One lot Ladies' Shoes, $3.50 and $4.00, at 2.59
One lot Men's Shoes, all Leathers, $4.00, at 2.95
One lot Men's Shoes, all Leathers, $5.00, at 3.95

These lots will prove of special interest to narrow feet.

HEWLETT & PRICE
109 Market Street.

jan 24 tf

Big Reduction

In Men's, Youths' and Boys'

Suits, Rain Coats and Overcoats

Sole Agents For

Stein-Bloch Smart Clothes

J. W. FLEET CO.
Phone 673. So. W. Corner Front and Princess Sts.

jan 16 tf.

NOTICE!

We are now selling our entire stock of Footwear at 10 per cent. off for CASH ONLY. ——— No odds and ends.

"EVERYTHING NEW THAT'S GOOD."

BOYLAN & HANCOCK
Phone 1445. No. 7 N. Front St.

jan 22 tf

COAL :-: WOOD
—and—
Builders' Supplies

W. B. THORPE & CO.
Phone 789. Office, Foot Ann St.

nov 21 tf

Old N.C. Corn Whiskey

3.00 3.00

OUR SPECIAL OFFER.

4 FULL QUARTS WITH BOTTLE FREE 3.00

We are making this special offer in order to convince you that we give you the best Whiskies for the money. This bottle, which we give away with every order of four quarts of **Old North Carolina Corn,** is fine old **Longstreet Whiskey.**

Corn Whiskey is the purest Whiskey made—**"Old North Carolina"** is the purest Corn Whiskey, hence its rare mellow flavor. It is aged in wood and Guaranteed under the National Pure Food Law. Just remit $3. by registered letter or money order, and the four full quarts will be sent you and the free bottle with our compliments. We prepay the express charges, and ship in plain packages. As this offer is limited—ORDER NOW.

THE NEWCOMB CO.,
PETERSBURG VA.
"THE PROMPT MAIL ORDER HOUSE.

"To Our Country Friends"

We have just received a car load of

American Steel & Wire Co.'s "Royal" Field Fencing.

Can furnish twenty-six inches to forty-seven inches high, both six and twelve inch stays.

Send us your orders.

WM. E. SPRINGER & CO.

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Morning Star Business Locals

25 Words 25c

ATLANTIC CAFE

Opposite Union Depot.
For the Finest New River Oysters,
Steaks, Chops, Etc.

GIESCHEN BROS., Proprietors

ja 9-tf.

The Banking Accounts

of individuals, firms and corporations are solicited.

Every convenience or facility known in progressive and sound business methods.

We have money to lend and regular customers are never refused if worthy of credit.

THE MURCHISON NATIONAL BANK
OF WILMINGTON.

jan 19 1t

We Recommend
TIDEWATER POWER COMPANY'S STOCK
as a safe and profitable investment.
HUGH MacRAE & COMPANY.

The Preferred stock pays monthly dividends; is non-taxable in Wilmington, the Company paying the taxes. Will be sold in lots to suit those who wish to invest sums from $50 up to $1,000.
Special information upon application

Advertising Pays Best in The Morning Star

LEAVITT DIVORCE CASE

Defendant Notified of Suit—To Make No Defense.

(By Cable to the Morning Star.)

Paris, Jan. 23.—William Homer Leavitt received yesterday from Thomas S. Allen, his wife's lawyer at Lincoln, Neb., notification that Mrs. Leavitt, who is a daughter of William J. Bryan, had filed a petition for divorce on the ground of incompatibility of temper and non-support. He was questioned on the matter today, but declined to discuss it, saying he did not desire to embarrass his wife in any way.

Mr. Leavitt will not oppose the suit. With his mother, with whom he has been living in Paris, he will leave in a few days for America. His depature is in no way connected with the suit, but is part of his plan to exhibit his painting "The Last Supper" in the United States. Mr. Leavitt's friends in the Latin Quarter, who esteem him highly as a serious and hard wonking artist, say his life has been exemplary. They are of the opinion that Mrs. Leavitt's decision to obtain a divorce is due entirely to her nervous temperament. She has suffered from neurasthenia for the last two years.

MORE EARTHQUAKE SHOCKS.

Messina and Reggio Again Shaken. Panic Among Refugees.

(By Wire to the Morning Star.)

Messina, Jan. 23.—A very strong earth shock was felt here at 5:30 this evening. The shock was undulatory and vertical and lasted eight seconds. The wall of a church and the broken walls of several houses were thrown down. Even on board the ships the movement was perceptible.

The population was very much alarmed, although nobody lives in the dismantled houses, and it is feared that graver disturbances of the earth and sea may occur at any time.

Reggio, Jan. 23.—Several earth shocks were experienced here this afternoon. These were preceded by rumblings and the strongest and longest seismic movement was felt at 5:20 o'clock. A few minutes later there was a short shock which was said to be as intense as the earthquake on December 28, when Messina and Reggio were overwhelmed. The walls of damaged houses fell and the panic among the refugees was indescribable.

IMPORTATION OF OPIUM.

Customs Revenue Therefrom Too Great to Prohibit It.

(By Wire to the Morning Star.)

Washington, Jan. 23.—A large number of pension bills were passed by the House of Representatives today, and by the decisive vote of 42 to 103 the House refused to increase the pension of Julia B. Coghlan, widow of the late Rear Admiral Coghlan, U. S. N. from $50 a month, as recommended by the Committee on Pensions, to $100 as proposed in an amendment offered by Representative Olcott, of New York.

Consideration of a bill to prohibit the importation of opium except for medicinal purposes was prevented by Mr. Payne, of New York, on the ground that such action would reduce the national revenue $1,000,000 a month and would not lessen the use of the drug.

At 2 o'clock the House adjourned until tomorrow when memorial services will be held for the late Representative Dunwell, of New York.

THE BUBONIC PLAGUE

Fifteen New Cases in Guayaquil Ecuador—More Among Indians.

(By Cable to the Morning Star.)

Guayaquil, Ecuador, Jan. 23.—There have been 15 new cases of bubonic plague in Quayaquil since January 1st. Five of the patients have died, six have been cured and four still are in the hospital. The plague has made its appearance at the Indian village of Telte, near Alausi, where there have been 32 cases since the first of the year with over 60 per cent of fatalities.

MANUFACTURE OF LIQUORS

Bill Prohibiting it Passes the Tennessee Legislature.

(By Wire to the Morning Star.)

Nashville, Tenn., Jan. 23.—The bill prohibiting the manufacture of intoxicating liquors in the State which passed both houses of the General Assembly will probably go to the Governor Monday, when the Executive will have five days in which to consider it. It is not believed he will sign the bill. The general impression is that it will be passed over his veto.

WARM WIRELETS.

At Chicago Dorando Pietri Saturday declared that he would prefer not to meet John Hayes in a two man race at the Marathon distance. "I have already defeated Hayes," he said, "and while I should like to run against him again I should much prefer the field should include a third man, preferably Longboat."

"I stand ready to go with the whites today right into hell to protect a woman, white or black against a fiend," said Bishop E. W. Lampton, of the African Methodist Episcopal church in his charge to the Louisiana conference of his church at Franklin, La., last night. "Womanhood must be protected; let us do our part."

The officials of the Cunard Steamship Company are hoping for a new record by the Mauretania, which sailed from Liverpool at 5 o'clock Saturday afternoon for New York. She has been completely overhauled in the past nine weeks, the principal improvement effected being the addition of two new propellers which leads to the expectation that she will outdo the Lusitania's performances.

Through William Nelson Cromwell who negotiated the Panama Canal purchase, the Federal grand jury, which is inquiring into the alleged libelous statements of the New York World and the Indianapolis News in connection with that transaction Saturday got at the bottom of the facts in the case. Mr. Cromwell was under examination for over two hours. He declined to make any statement.

SCHNITZ UND KLASE.

Treat the Gods Missed, but Procurable In the Mohawk Valley.

Something in the line of good things to eat the gods never had; consequently the gods missed a great treat. And, by the way, friend, have you ever hooked up to a dish of schnitz und klase?

No? Thought so. Few have in these times, and those who have been so fortunate have just cause to recall a delicious morsel time can never erase from the tablets of memory.

You can order schnitz und klase until you faint, famished, awaiting it. You will never get it in any public eating place. It isn't on the bill of fare and never will be.

The up to date chef would give you the laugh if you asked him to concoct it for you. Ten chances to one he'd not understand what schnitz und klase could possibly mean. Few know, but those who do know it know it well.

A good hig ham bone is the central portion, light dumplings and dried apples. Anything else would spoil it.

The ham bone gives the dish a smoky flavor, the dumplings give it body, and the dried apples give it color and tartness as well as sauce.

Put the ham bone in cold water and open the flues and let the pot boil. While the pot is getting into good and ready shape make your dumplings, and make them as light as possible.

Put the dried apples in a separate dish and stew them down to a nicety. When the pot with the ham bone bubbles and froths drop in the dumplings one by one. No; you do not stir the contents of the pot. That would spoil the consistency of the dumplings and make a mess.

Any one who has watched a pot boil knows when dumplings are done to a dot.

Take a deep platter, fish out the dumplings carefully with a drain spoon and place them about the ham bone in the center of the platter. Looks dry, but when you pour over all the dried apples and their nice sauce—wow!

That's schnitz und klase as you may have had it years ago when living with a German family in the Mohawk valley. You can eat it until your eyes start out and your waistband grips your middle. It will stay by you through a hard day's work, and if there is any left over you hit it again for supper cold.

Ever try it?—New York Sun.

ONLY A GUESS.

But It Made Good Advance Information For the Reporter.

Nells Olsen, who was for forty years a trusted employee of the New York Yacht club, was always courteous to newspaper men and glad to give them such information as he could with propriety make public. He was sorely beset by news gatherers while the Dunraven trial was going on, and often said to the reporters, with a smile, that he regretted his "ignorance." On the evening of Feb. 27, 1896, when the members of the club met at the old clubhouse in Madison avenue, there was much quiet excitement because it was well known that the question of Dunraven's expulsion would come up. An enterprising reporter stopped Olsen as he came through the door and asked:

"Do you think they'll expel his lordship?"

Olsen said, "How do I know?" and then added, "Did you ever read this?" and handed to the young man a clipping from the Tribune which read:

For Dunraven, never tumbling, still is grumbling, still is mumbling,
In his lordly ancient castles over on the distant shore,
And his talks have all the seeming of a daft and jealous seaman,
And the X rays through him streaming show he's unfair at the core,
And because the Yacht club knows him—knows he's unfair at the core—
He will race here—nevermore.

Half an hour later the meeting was called to order, and within twenty minutes a resolution was adopted stripping Dunraven of his honorary membership privileges. When the reporter saw Olsen he said, "That was good advance information," to which he replied, "I never give information; that was a guess."—New York Tribune.

Only the Odd Ones.

Very few of the American tourists who come to England fail to visit Westminster abbey. The long history of the venerable pile appeals strongly to our visitors from the other side of the Atlantic. One lady student while within the abbey looked about with the particular object of inspecting the tomb of King Edward II. Failing to discover it after patient search, she at last asked the verger to direct her to it. "I'm sorry, madam," replied the officer, with a tone of deep regret, "but we 'aven't Edward II. here, as we only 'ave the odd numbers."—London Express.

Making a Show.

"A man has to draw it fine these days."

"What do you mean?"

"Staying ten minutes after office hours each day will probably make a good impression, but staying fifteen is liable to excite suspicion that you are monkeying with your books."—Kansas City Journal.

Cynical.

The Maid—Do you believe it's unlucky to get married on a Friday? The Abominable Bachelor—Certainly. Why should Friday be an exception?—Black and White.

The Denial Habit.

"Do you take this woman to be your lawful wedded wife?"

"No, sir; there's no truth in the rumor—that is to say, I do."—Pittsburg Post.

Wait! Wait For

The Big Half-Price Clothing Sale

Doors Open Saturday,

Jan. 23

At 7:30 O'Clock A. M.

J. W. H. FUCHS

jan 22 tf

A Fine Toilet Soap

Every woman familiar with the purity and excellence of Daggett & Ramsdell's Perfect Cold Cream will be glad to try their

Perfect Cold Cream Soap

made as carefully and with the same regard to purity as their famous Cold Cream. To popularize this soap, we are distributing for them

A 25c Cake Free

to every purchaser of a 50c size of their Cold Cream. Daggett & Ramsdell's Perfect Cold Cream is one of the most popular and widely known on the market. It is the one perfect skin cleanser, removing from the pores everything that should be removed and leaving the skin delightfully clean and soft. Try a daily clean-up with it, using it on a hot, damp cloth.

Prices—10c to $150.
To be had only at

J. HICKS BUNTING DRUG CO.
FRONT AND GRACE STREETS.
"The Store That Has Everything Anybody Else Has and Some Things Nobody Else Has.

jan 20 tf

THE K. P. GUANO DISTRIBUTOR.

Scatters the Guano and Covers it. No waste around stumps and ends. No cogs and chains to clog and break. Nothing about it to break or get out of fix. Large hopper, balanced load, light running. Sows any quantity. Simple, strong, durable. Wind shields to prevent guano blowing away in windy weather furnished with all machines after this date. Awarded diplomas by North and South Carolina State Fairs. Unquestionably the only Entirely Satisfactory Distributor before the people.

PRICES—$9.00 cash; $10.00 on time. Special prices to merchants in quantities.

For Sale by N. JACOBI HARDWARE COMPANY, Wilmington, N. C. Sole State Agents.

jan 17 tf

Send Your Orders

—TO—

Southern Distilling Company
(Formerly of Wilmington, N. C.)

All orders shipped same day received, and carefully packed in plain package.

WRITE FOR PRICE LIST.

P. O. Box 831. 115 Commercial Place.

NORFOLK, VA.

jan 1 tf

The Morning Star.

Tuesday, January 26, 1909.

WEATHER REPORT.

U. S. Department of Agriculture Weather Bureau.

Wilmington, N. C., Jan. 26, 1909.

Meteorological data for the 24 hours ending at 8 P. M. Monday, Jan. 25:

Temperature at 8 A. M. 56 degrees; 8 P. M. 64 degrees; maximum 79 degress; minimum 56 degrees; mean 67 degrees.

Rainfall for the day, trace; for the month, 95 inches.

Stage of water in Cape Fear river at Fayetteville Sunday at 8 A. M. 7.2 feet.

For North Carolina—Partly cloudy Tuesday and Wednesday with probably showers, cooler Tuesday; light variable winds.

Port Calendar—Jan. 26.

Sun Rises.....7:04 A. M.
Sun Sets.....5:21 P. M.
Day's Length.....10 hrs. 13 min.
High water at Southport 11:27 A. M.
High water at Wilmington 1:54 P. M.

NEW ADVERTISEMENTS.

Crystal Palace—New Bill.
E. Warren & Son—Cakes.
Dr. Jas. W. Powell—Beautiful Teeth.
American National Bank—Our Business.

Business Locals.

J. T. Burke—Notice.
E. M. Gregg—Oranges.
E. M. P. Odham—Notice.
W. M. Cumming—Money.
Wanted—Board in Private Family.

PERSONAL PARAGRAPHS.

—Mr. J. G. Page, of Willard, N. C., was a business visitor to the city yesterday.

—Mr. and Mrs. D. J. Herring, of Garland, N. C., arrived last evening on a brief visit to relatives.

—Misses Mae Landen and Annie Marshburn have returned home after a pleasant stay with Mrs. D. F. Koonce, at Catherine Lake.

—Messrs. L. R. Lyon, of Winston, and L. B. Townsend, of Lumberton, spent Sunday in Wilmington, registered at The Orton.

—Miss Rea Swain, of Southport, went to Oxford yesterday, where she will be a student at the Oxford Seminary during the spring term.

—Miss Jane Fennell returned Sunday to her school at Salemburg, N. C., where she is a student the present term.

—Mrs. W. K. Anders left Sunday for Kerr, N. C., where she will visit for some time as the guest of her daughter, Mrs. T. B. Newkirk.

—Mr. and Mrs. G. E. Megow returned last evening from Kerr, N. C., where they spent Sunday with Mrs. Megow's brother, Mr. David Newkirk, and other relatives.

—Mr. Leo. Mattingly after visiting relatives in Wilmington for several weeks, left yesterday for Kentucky, where he will visit for a short time, before returning to his home in San Francisco.

—Mr. F. H. Longbottom, of Philadelphia, has arrived in Wilmington to assume management of the local branch of the Piper Roofing Company. He will have charge of the territory the company proposes to cover from this branch, from Savannah to Norfolk.

—Mr. J. McRee Hatch, so well known and popular in Wilmington, has gone to Sumter, S. C., where he has taken a position with the Northwestern Railroad. Mrs. Hatch will join him about the first of April. Many friends in Wilmington will regret very much their departure from this city.

THE PUBBLIC SCHOOLS

Letter From Representative Morton Not Satisfactory—Meeting Tonight.

The Star has been furnished with a copy of a letter to Chairman George Rountree, of the County Board of Education, from Representative Morton in which he says that he supposes that his amendment to the enabling act for the public schools is satisfactory to the school authorities here, in that it provides that any surplus not needed to create a sinking fund and pay the interest on the proposed bonds for new buildings will go to the maintenanco of the schools. Chairman Rountree said last night that such an amendment to the act would not be satisfactory for obvious reasons and he had written Representative Morton to that effect. Mr. Morton says that he feels that his idea of permanent and fireproof school buildings has few friends on the County Board, and that if such is the case, and the Board only wants money to run the schools, then that question must be separated from the bond issue bill and come up on its merits.

Chairman Rountree says that the authorities here are actuated solely by a desire to do the very best thing possible under the circumstances and he hopes for Representative Morton's co-operation in a situation that is at best perplexing and to that end he has called a meeting of the County Board of Education, the Board of County Commissioners and members of the School Committee at the Court House tonight, to thoroughly discuss the mater and decide upon the best plan of action.

Jones Leaves With Tow.

The tug Alexander Jones, Capt W. A. Sanders, cleared at 9 o'clock last night with the schooners Horace P. Shares and Carrie A. Norton in tow for New York. Each has part cargo of lumber, about 250,000 feet each, from the Angola Lumber Co., and after discharging in New York, the schooners will be towed further north to Mystic, Conn.

Money

Deposited now with The People's Savings Bank, will draw 4 per cent. compounded Interest from February 1st.

ja 26 3t

LOCAL DOTS.

—Mr. Alex. S. Heide has received the renewal of his commission from the Governor as a notary public of New Hanover county.

—State Deputy Grand Chancellor J. D. Nutt leaves this morning on Pythian business at Warsaw, Clinton, Raleigh and other points up the State.

—By deed filed for record yesterday A. W. Clemons and wife transferred to R. A. Burnett, for $150, property on east side of Third, 226 feet north of Kidder street, 28x150 feet in size more or less.

—A ladies' handicap golf tournament will be played this afternoon on the grounds of the Cape Fear Golf Club. Prizes of twelve golf balls will be awarded to the two making first and second scores.

—The social editor of the Star was in error Sunday in stating that the dances at Lumina had been discontinued on account of the leaving of the Boston Italian String Band. The band, of which V. Cammariero is the manager, is still in the city and open for engagements, the address being 611 South Front street.

—Their many friends will be delighted to know that Sheriff and Mrs. S. P. Cowan have returned to Wilmington as residents and are occupying their pretty home recently purchased and improved at 909 Market street. Those who may have business with the sheriff after office hours may call him by 'phone at 1020.

—A special meeting of the Board of Health will be held tonight at 9 o'clock for the purpose of discussing the garbage disposal of the city, which has again become imperative. The hour is made at 9 in order that the Mayor and others of the Board may first attend the civic improvement lecture under the auspices of Sorosis at the High School building at 8 P. M.

A CITY BEAUTIFUL

Correspondent Asks "Have We Not Outgrown Our Pig Paths?"

(Communicated.)

Can not something be done by our city authorities to promote the cultivation of lawns in our midst? There is no place in which grass grows more naturally or luxuriantly than in Wilmington and no place in which it is more abused. What seems to be a bed of "Sand spurs" and unsightly weeds, can with an occasional mowing and a little care soon be converted into a pretty, soft green border for the sidewalk or an attractive grass plot in the middle of the street.

Think how beautiful, how cool and refreshing on a hot, Summer day it would be to walk for blocks on sidewalks bordered with a carpet of green? But to undertake to cultivate one of these borders or plats is to invite trouble for many people seem to have learned nothing so thoroughly as that "a straight line is the shortest distance between two points," and are so eager to save a few steps that they make short cuts, diagonal paths, or better, pig paths, across the streets and ignore the crossing. To prevent this some housholders erect railings, but these detract from the beauty of the lawn and do but little good for they are soon destroyed. Strangers visiting our city have noticed and commented upon the numberless short cuts that mar the beauty of our streets. Wilmington is a city now, let us leave off our country ways. Another annoyance with which the lawn maker has to contend is the carelessness with which a driver will drop his reins, jump from the vehicle and leave his horse free to crop your recently mown lawn while he makes a visit to the corner shop or takes orders from a neighboring house. This writer, after some effort, succeeded in making a very pretty lawn near her home that was a joy to the passer-by and elicited many compliments but it has become so marred by short cuts in every direction and by horses being allowed to graze upon it that she is well nigh discouraged. Can not, will not our city fathers do something to encourage our citizens to keep the lawns and thus beautify the streets near their homes?

One who would be glad to see our loved city made beautiful.

PICTURES WERE GOOD

New Feature of Pythian Secret Work and Entertainment of Members.

At the regular convention of Stonewall Lodge No. 1, Knights of Pythias, last night there was a large attendance of members to witness the use of a large and improved stereopticon which will be used by the Wilmington lodges in the future in the exemplification of the degree work of the order and for the entertainment of members. Those who witnessed the exhibition last night were delighted with it and the joint hall committee of the three lodges was empowered to purchase the machine, which has been sent out on approval. State Deputy Nutt was official announcer last night and in addition to the views with the machine, the pictures of a number of prominent local Pythians were thrown on the screen as an admiration and inspiration for their fellows. The pictures will again be displayed at the meeting of Clarendon Lodge tonight and all members are invited to be present as well as all visitors who care to come. Professors Clark and Bell will be the expert electricians in charge.

A Horrible Hold-Up.

"About ten years ago my brother was "held up" in his work, health and happiness by what was believed to be hopeless Consumption," writes W. R. Lipscomb, of Washington, N. C. "He took all kinds of remedies and treatment from several doctors, but found no help till he used Dr. King's New Discovery and was wholly cured by six bottles. He is a well man today." It's quick to relieve and the surest cure for weak or sour lungs, Hemorrhages, Coughs and Colds, Bronchitis, La Grippe, Ahthma and all Bronchial affections. 50c and $1.00. Trial bottle free. Guaranteed by R. R. Bellamy.

Thirty-five cents Elderdown, all colors, 19c at Rehder's Clearing Sale. **

STATE LAWMAKERS

(Continued from first page.)

ative to the sale of cocaine, opium and morphine, making the limit of percentage of solutions of these drugs sold 5 per cent. instead of 30 per cent., as at present, and making a violation of the section within the jurisdiction of the Superior Court instead of justices of the peace.

Morton, to protect the public roads in New Hanover by levying a tax on automobiles and other motor vehicles.

Morton, to amend Section 13, Chapter 625, Laws of 1907, relative to pilotage on the Cape Fear river. Pilotage is now compulsory over the bar and optional on the river, a vessel having the right to take "any pilot" on the river. The bill provides if it take a pilot on the river, it must take the one speaking it first at sea and bringing it over the bar.

Morton, to restore local self-government in New Hanover county by exempting the county from the State prohibition law.

Turner, to provide for the election of the board of education in Mitchell county by a direct vote of the people.

Davis, to prevent breaking the Sabbath.

Green, to amend Chapter 316, Laws 1907, relative to Naval militia.

Lee, to amend the revisal, 1561, relative to divorce, and allow divorce after five years 'separation, if continuous residence in the State.

Morgan, to incorporate the mercantile Bank of Elizabeth City.

Wooten, to amend Chapter 604, Laws of 1907, relative to pensions.

Grant, Republican, to declare vacant the seat of Representative E. T. Scarborough, of Wake, on the ground that he is holding two offices at the same time. Scarborough is postmaster at Eagle Rock. The bill was referred to the Committee on Privileges and Elections.

On motion of Underwood the bill allowing three days of grace on sight drafts was recommitted to the Finance Committee for a hearing on Thursday afternoon.

By consent the bill empowering the commissioners of Richmond county to hire convicts to other counties was put on immediate passage.

After the better part of an hour spent in the passage of local roll call bills on second reading, Grant, Republican, moved to adjourn. Doughton requested the genteman to withdraw his motion, that if the minority really wished, as they said, to get through and go home, the way to do it was to stay in session longer and finish the work.

A joint resolution of sympathy to the King and Queen and people of Italy in the recent disaster, passed after an amendment, striking out an appropriation of $5,000.

Morton's bill to control automobiles and other motor vehicles on the public roads of New Hanover again attracted a shower of amendments to include other counties. It passed with 47 counties added including Harnett, Jones, Robeson, Gates, Sampson, Craven, Pamlico, Cumberland, Richmond, Duplin, Beaufort, Pitt, Bladen, Brunswick and Johnston.

Bill to regulate the pay of jurors in Duplin county passed its readings. Adjournment was had at 1:40 to 11 o'clock Tuesday.

Work In Committee.

The joint Committee on Agriculture this afternoon heard experts and citizens on the draining and reclaiming of wet, swamp and overflowedl lands of the State. The bill provides that when a majority of land-owners reside in a proposed drainage district, or owners of a fifth of such land, petition the Clerk of the Superior Court to have certain territory organized into a drainage district, the Clerk appoints drainage engineers and two viewers to make preliminary examination. If it is decided drainage is feasible, a complete report covering all details of the cost and method is made. Drainage Commissioners are named by the Clerk, one to be a disinterested civil and drainage engineer and the other two resident free-holders, the Commissioners to assess lands for taxation for the cost of the work. If less than an average of 25 cents per acre, the assessment to be collected in one installment like State taxes, if more, the Commissioners may issue bonds after three weeks' notice. Any land-owner not wanting to pay interest on bonds may pay the County Treasurer the full amount of assessment and have his land released. The bonds are at six per cent. and the first payment is in three years. Addressing the Committee were J. O. Wright, Supervising Drainage Engineer, U. S. Dept. Agriculture; State Geologist Pratt; Colonel R. F. Beasley of Plymouth; Congressman J. H. Small; Colonel E. P. Carter, of Fairfield; Thos. Jarvis, of Currituck, and A. B. Lukens, of Moyock. The Committee took the bill under consideration and will meet at 9:30 Wednesday morning.

The Committee on Education turned down the bill of Representative Perry, of Bladen, to tax manufacturers, bottlers and dealers in coco-cola, and all drinks containing caffeine except coffee, the proceeds to go to the public schools. The bill establishing graded schools in Laurinburg has gone to a sub-committee composed of Representatives Weaver, Majette and Gordon.

Filed Deed of Trust.

Through their attorneys, Messrs. Kenan & Herring, Messrs. J. J. Moore and Harmon Bland, trading as J. J. Moore & Co., grocers at Eighth and Wooster streets, last night filed a deed of trust to Mr. R. B. Moore, expressing their inability to meet the immediate demand of creditors upon them. The legal exempion is reserved and the deed is subject to a mortgage on the stock given by the partners to secure balance on a loan of $700 from Mr. R. B. Moore.

To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets. Druggists refund money if it fails to cure. E. W. Grove's signature is on each box. 25c.

THE JOY OF DINING reaches its height if the cook uses SAUER'S FLAVORING EXTRACTS

50 dozen men's fine 50c Negligee Shirts, swell line of patterns 39c

J. H. Rehder & Co. THE POPULAR DEPARTMENT STORE

10 yards fine 10c Bleaching for 75 cents

"The Firm That Pays Your Car Fare."

Annual Clearing Sale

—BEGINS—

Monday, January the 25th.

Lasts One Week Only.

Unusual offerings in every department. Prices cut to reduce stocks.

This store has long held the distinction of being the bargain center of this community, and we purpose to maintain its reputation by making this the most talked of sale ever held in this city. One interesting feature will be

The One-Cent Surprise Sale

Mornings at 10 o'clock for thirty minutes we will hand out to each customer a package containing useful articles, values from 5 to 50 cents each. No package will be worth less than 5c. Think of a twenty-five or fifty cent article for only one cent.

ja 23-tf

The Theatre

The bill which opened at matinee yesterday afternoon at the Crystal Palace and playing then to capacity houses, is a swell one. In fact, it has been pronounced the best in weeks. There are three doubles on the programme and fun, interspersed with dexterity, waxes fast and furious from start to finish. The bill opens with a singing and dancing act by Mayne, in which Billy Mayne appears as an Irishman and his pretty wife as a soubrette. Their dancing is especially clever. Next comes Chief Prairie Dog, who, with his wife, were substituted at the last for the Great Randolph and the latter could not have pleased more. Chief Prairie Dog appears in a western sketch in which he introduces some wonderful shooting and some just as wonderful lasso throwing. The bill closes with a sketch called the "C. O. D. Baron," presented by Mr. Jack Gordon and wife. It is said to be the most legitimate dramatic work seen on the Palace stage this season and is a "scream" from rise to fall of the curtain. The playlet is also prettily staged and the Gordons were given several curtain calls. Their act is probably the topliner and is alone said to be worth the price of admission.

At the Bijou.

After a suspension of business for two days on account of a death in the family of one of the proprietors, the Bijou will resume this afternoon with three new films. One will be the "Cocoa Industry in Trinidad, B. W. I." an educational and highly interesting film, and the others will be "Button, Button, Where's the Button," and "The Face in the Window." These three films will afford an entertainment of great variety and interest for all patrons of the popular amusement place.

FOR CIVIC IMPROVEMENT

Address This Evening in High School Hall Under Auspices Sorosis.

The civic department of Sorosis hopes for a large attendance at the entertainment to be given this evening at 8 o'clock instead of 8:30 as previously announced, at the High School Hall in the interest of civic improvement. There will be a short musical programme and an address by Mr. H. H. DeWilt, of the Horticultural Co., at Castle Haynes, on the subject, "Possibilities of Wilmington, a City Beautiful." The Mayor and members of the Board of Aldermen are cordially invited to be present and have signified their purpose to be present in a body. The question is one of much public importance and a large attendance of the public generally is expected.

Money

Deposited with The People's Savings Bank on or before February 1st, will draw 4 per cent. Compounded Interest from that date. ja 26 3t

JOY

Takes place of gloom when you know you have in the home a bottle of Gowan's Preparation which conquers Croup, Colds, Pneumonia and all ailments where inflammation is the cause. External. It scatters congestion. 25c; 50c; and $1.00. Nothing just as good and nothing better. Gowan's Preparation is the name. All druggists. Buy today.

the finest product of the vine

is "Belle of Carolina" wine. It's a rich, dark red wine, light in alcohol, and made from the largest and choicest Flowers Grapes. Its flavor is delightful.

Connoiseurs all over the country unite is praising this product of Carolinas' sunny vineyards.

Bear's "Belle of Carolina," served with any informal dinner, adds much to the pleasure of the occasion.

Scuppernong. Port. Blackberry, Belle of Carolina. Sherry.

SOL BEAR AND CO.,
Phone 866. Wilmington, N. C.

J. M. SOLKY & CO.

Great Sacrifice Sale of Men's, Youths' and Children's High-Grade Clothing at One-Fourth Less Than Regular Prices.

This sale offers you a rare chance to buy the famous STRAUSE & BROS., and B. KUPPENHEIMER'S FINE SUITS, OVERCOATS, and RAINCOATS for Men, Youths and Children. Owing to the very unusual warm weather of this Winter we find ourselves overstocked on Men's, Youths and Boys' Clothing. We will therefore place on sale SATURDAY, JANUARY 23rd, all Clothing at greatly reduced prices. The following is a few of the many reductions and they should be of great interest to all:

Men's $ 8.50 OVERCOATS OR SUITS Reduced to .....$ 6.35
Men's $10.00 OVERCOATS OR SUITS Reduced to 8.00
Men's $15.00 OVERCOATS OR SUITS Reduced to 11.25
Men's $20.00 OVERCOATS OR SUITS Reduced to 15.00
Men's $12.00 RAINCOATS OR SUITS Reduced to 9.00
Men's $15.00 RAINCOATS OR SUITS Reduced to 11.25
Men's $16.50 RAINCOATS OR SUITS Reduced to 12.38
Men's $20.00 RAINCOATS OR SUITS Reduced to 15.00

Boys 'and Children's Overcoats and Suits reduced in the same proportion. Don't wait, but come at once, as it will pay better than keeping money in the Bank.

J. M. SOLKY & CO.

One Price Clothiers and Furnishers.

ja 23-tf

Have You Heard

THE MUSIC

at Schutt's Pharmacy?

It is some of the finest vocal and instrumental music that has been listened to in a great while. All free. Everybody welcome. Hot and cold drinks served while you wait.

SCHUTT'S PHARMACY

Second and Princess Sts.

Phone 534. Quick Delivery.

jan 15 tf

Now Is the Time to Advertise in The Star.

CONSIDERATION FOR PASTOR

Saint Andrew's Presbyterian Church Takes Thoughtful Action.

Altogether timely and considerate action was taken by the congregation of Saint Andrew's Presbyterian Church just after the morning service on Sunday, when, without the knowledge of the pastor, members of the church were asked to remain and the following was read and unanimously resolved:

"To the Congregation of Saint Andrew's Presbyterian Church, Wilmington, N. C.

"The officers of the church desire to offer the following resolution:

"We as a congregation are glad that our pastor has shown himself such an indefatigable worker in the interests of the church and community at large, but at the same time we realize that the work has grown to such proportions that we are fearful that his health will be injured and the work thereby suffer. We therefore recommend:

"That we request the congregation and our friends to lessen the demands upon our pastor in every way consistent with his usefulness to the congregation and community.

"We would urge upon the congregation the importance of assisting the pastor by visiting and looking up strangers as well as furthering the regular work of the church."

There is no man in the city or State more popular personally or as a pastor than Dr. McClure and for several months he has been paying the penalty of his popularity, so to speak, by responding to quite every call not only within the bounds of his own congregation but from the community at large. That his earnest desire to respond to every call will eventually overtax his physical endurance, no one will gainsay, and the action of his congregation on Sunday not only sounds to him and his people a note of warning, but is the highest compliment that could be paid him.

THIRTY-FOOT CHANNEL.

Encouraging News From President Chadbourn in Washington, D. C.

Secretary Meares Harriss, of the N. C. Waterways Association, is in receipt of a letter from President Jas. H. Chadbourn, in Washington, stating that with Mr. Godwin he called Thursday on the committee in charge of the river and harbor improvement of the country and laid before them the bill to have the 30-foot project for Wilmington surveyed and accepted and that he has every reason to expect a favorable report from this committee as he was given to understand that the bill for the survey, if consistent with former rules and precedents, would be approved by the committee. He was also assured that at this Congress the committee would report favorably the appropriation for continuance of work on the Cape Fear, in accordance with the recommendation of the chief engineer.

This is most encouraging news and President Chadbourn is to be congratulated upon the success of his efforts.

President Helps Orphans.

Hundreds of orphans have been helped by the President of The Industrial and Orhpan's Home at Macon, Ga. who writes: "We have used Electric Bitters in this Institution for nine years. It has proved a most excellent medicine for Stomach, Liver and Kidney troubles. We regard it as one of the best family medicines on earth." It invigorates the vital organs, purifies the blood, aids digestion, creates appetite. To strengthen and build up thin, pale, weak children or run-down people it has no equal. Best for female complaints. Only 50c at R. R. Bellamy.

February 1st.

Deposit now with The People's Savings Bank, and your Interest will begin February 1st. ja 26 3t

Get with the push at Reider's. **

OFFICERS INSTALLED

Local Court of Foresters—Medal to Past Chief Ranger.

An important meeting of Cape Fear Court, Independent Order of Foresters was held last evening at the Jr. O. U. A. M. hall on Market street at which time officers for the ensuing year were installed by Supreme Deputy M. Bachrach. There was a good attendance of members and the officers installed were as follows: W. E. Yopp, chief past ranger; B. D. Hamilton, chief ranger; Alex. Young, vice chief ranger; Woodus Kellum, orator; R. E. McCrary, financial secretary; E. C. Woodbury, treasurer; A. F. Wagoner, recording secretary; T. B. Cox, supt. of juvenile court; L. V. Cate, senior woodward; T. W. Spencer, junior woodward; C. A. Ulmer, senior beadle; Robert Tucker, junior beadle.

A handsome gold medal was presented to Mr. W. E. Yopp, past chief ranger, as a mark of esteem from the order, being elected to the highest office in the court. The medal was presented by Woodus Kellum, Esq., the orator of the court.

DEATH OF A CHILD.

Little Annie Maie Jurgason Passed Away Sunday Afternoon.

The death of Annie Maie Jurgason, the 8-year-old daughter of Mrs. Lee Greer, occurred at the family residence, No. 116 Market street, 5 o'clock Sunday afternoon, following an illness of some time. Friends in the city express sincere sympathy for the relatives in their sad bereavement.

The funeral was conducted from the home yesterday afternoon at 3 o'clock, and the remains were interred in Bellevue cemetery. Rev. Geo. S. Bearden, pastor of St. Matthew's Lutheran church, officiated.

Hearn as a Creative Artist.

Hearn's creative faculty began where creation is commonly held to end, with the material given. Of the creative gift in the sense in which the phrase is applied to the poet he had not a particle. He was not a maker, but a shaper. Dr. Gould puts the matter bluntly when he says, "He had no original thing to say, for he was entirely without creative power and had always to borrow theme and plot." And again: "Clearly and patently it was a mind without creative ability, spring or the desire for it. It was a mind improcreant by inheritance and by education, by necessity and by training, by poverty internal and external." The truth in these words becomes evident when one recalls the failure as fiction of every one of Hearn's attempts in this field and the fact that his greatest successes were won in reclothing the ideas of other men.—Forum.

Very Clever.

They tell a story in London of a certain peer who had never before shown the slightest interest in horse racing that he surprised a young man of his acquaintance by asking him apropos of nothing which horse had won the Derby. The young man told him. "That was very clever of him," replied the peer. "Was it the first time he tried it?" The young man stared, but said "Yes." "Then I call it very clever of him," replied the noble but incomplete sportsman, "to win the Derby the first time he tried for it."

Pleasant For the Lender.

"There," said Dubley, adding up the column of figures, "a total of $652. I guess that's all. Oh, no; there's $30 I forgot! Gee! I wish somebody would lend me $682. Can you do it, old man?"

"What for?" demanded Markley.

"Why, I want to get out of debt."

Twenty-five and 35c ribbons 5 and 6 inches wide 19c at Rehder's Clearing Sale. **

A telegram closes the leases for Dr. W. Bull, the famous cancer specialist, who is himself ill with that disease at "Wimberly," the beautiful home at Isle of Hope of the late Colonel H. Estill. Dr. Bull will leave New York on January 30 and will remain thre two months. "Wimberly," was offered to President-elect Taft gratis before he had determined where he would spend his vacation.

The Prig and His Cane.

In the number of the Tatler for Oct. 6, 1709, it is observed that "a cane is part of the dress of a prig" (this, by the way, shows the erroneous notion prevalent that "priggishness" is a modern word) "and always worn upon a button, for fear he should be thought to have an occasion for it or be esteemed really and not genteelly a cripple."

In the number of Nov. 18 a rural squire in town is sketched who is the prototype of one of the pavement nuisances: "His arms naturally swung at an unreasonable distance from his sides, which, with the advantage of a cane that he brandished in a great variety of irregular motions, made it unsafe for any one to walk within several yards of him."

And under date of Dec. 5 there is an amusing sketch of "a lively, fresh colored young man" who was among the applicants to Isaac Bickerstaff's court of censorship for license to use "canes, perspective glasses, snuffboxes, orange flower waters and the like ornaments of life." This young man had his cane hanging on his fifth button and was "an Oxford scholar who was just entered at the temple."

A Wedding Superstition.

It has been considered unlucky to be married in May ever since the days of Ovid, and those people who have spent their time in looking up roots and reasons have given what they consider to be the origin of the superstition as follows:

In ancient Rome there was held in May a festival called the Lemuria, or feast of the Lemures, which was a ceremony in honor of the speeches of departed souls. It became with the Romans what we should call "bad form" to have matrimonial feasts at the season of a solemn ritual, being no doubt thought to be an insult to the dead to marry at such a time. From this a number of stories grew of the revenge made by the outraged ghosts upon those who dared to disregard them, and if anything unfortunate happened to a couple who had been married in May it would, of course, have been put down to retribution. So the tradition of ill luck arose, and its influence has lasted ever since, even to our time.

Towed by a Halibut.

About the mouths of the streams on which salmon camps are situated the Indian dogs and children amuse themselves catching the fish. Some of the youngsters are so small that after they have succeeded in cornering a fish the combined efforts of the party are often required to dispatch it and carry it to camp. I have watched dogs running about in a rift snapping at the salmon and apparently having the time of their lives.

One of the most amusing sights that I saw during my stay in Alaska was two Indian boys being towed about the harbor at Kadiak by a huge halibut they had just hooked. Utterly unable to land the fish, they had fastened the line to the stern of the boat, and while they pulled with all their might, each one at an oar, they rallied each other for not exerting more strength and shouted loudly for help. Finally an Indian put out in a boat, and the fish was landed.—Forest and Stream.

One lot of $1.00 black sateen skirts 49c at Rehder's Clearing Sale. **

—News and Observer: If the present General Assembly should establish all the new counties that are being proposed the next legislative allotment would be an interesting proposition. It is said that something like a half dozen new county propositions are already knocking at the doors of the Senate and the House, or are getting ready to knock loud and longingly before the session is much older.

The Costly Brier Pipe.

"People don't understand brier pipe making," said a dealer. "If they did they wouldn't consider a five or six dollar brier extravagant. Did you know, for instance, that a brier pipe after its completion is put away to season for nine or ten years? French brier is the best material for these pipes. It isn't, though, brier, and it doesn't come from France. It comes from—etymologically speaking—the word 'bruyere,' which means 'furze.' French brier is really Italian furze root, a growth of the Tuscan Alps. The plant is as carefully cultivated as tobacco itself. All the sprouts and leaves are kept well pruned; thus all the sap goes to the root's nourishment. The root is cut when fully developed and boiled and dried before shipment. Afterward the pipemaker boils and dries it again. And when the pipe is finished he stores it away for further drying—a matter of eight years or so. The best brier pipe is one cut crosswise of the grain, and the grain should be birdseye. Such a pipe lasts a lifetime—can be handed down from father to son. Of course it's dear."

A Holdup.

De Roads—Mister, I found the dorg your wife is advertisin' a reward uv $5 fer. Mr. Jaw—You did, eh? De Roads—Yes, and if you don't gimme $10 I'll take it back to her. See?—Philadelphia Inquirer.

Made His Mark.

"Well, young Dr. Slicer has made his mark already, hasn't he?"

"Yes; did it on his first case."

"Great Scott! What did he do?"

"Vaccinated him!"

JUST IN TIME

Some Wilmington People May Wait Till It's Too Late.

Don't wait until too late.
Be sure and be in time.
Just in thime with kidney ills
Means curing the back
Before backache becomes chronic;
Before serious urinary troubles set in.

Doan's Kidney Pills will do this.

Here is Wilmington testimony to prove it.

A. M. Wilson, 402 South Fifth St., Wilmington, N. C., says: "You can put me down as a strong and willing endorser of Doan's Kidney Pills, as I know them to be the best remedy to be had for kidney trouble. My back was very weak and lame and through I wore plasters and used liniments, I did not get any relief. The kidney secretions were so frequent in action that I had to get up several times at night and they also contained a heavy sediment. I heard so much about Doan's Kidney Pills that I decided to try them and got a box at Robert R. Bellamy's drug store. They cured me after other remedies had failed and it can be plainly seen why I am so willing to endorse them."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name — Doan's — and take no other.

The Thirteen Chicks.

How difficult it is to pick out truth or fiction from apparently straightforward recitals of the actions of animals is well shown in a communication sent to one of our foreign exchanges by a man who lays claim to long experience in breeding game birds. He stated in all seriousness that only two of his pheasant hens had hatched out seventeen of the eighteen eggs placed under each one in the nests. "It is a curious fact," he continues, "that both hatched off on the same day, and each hen immediately killed thirteen out of her seventeen live chicks by pecking their brains and laid them in a row in front of her, each exactly in the same way. I shall be glad to know whether such a singular case has ever been noted before."

So shall I; but, at any rate, in this case at least, thirteen was an unlucky number for both the chicks and their owners.—Forest and Stream.

Her One Ambition.

She wanted a job, she told the manager of the big store, and everything about her, from drooping eyelashes to neatly molded instep, indicated that she would draw enough trade, or ought to, to cover her salary.

But the manager told her that for one of her inexperience she would command only about $6 a week.

She accepted this, if it was the best he could do, but as she was about to turn away she hesitated and asked demurely, looking at him through the drooping lashes, "Do you suppose you could make that $7 a week, so I could have a little laundry done once in awhile?"—St. Louis Republic.

Long Love.

The word "love" in one of the Indian dialects is "chemlendamoughkunagogagu." Fancy a sweet forest maiden telling her copper colored brave that she "chemlendamoughkunagogagus" him. The conjugation of the verb "to love" in that dialect must take at least a year to recite.—Pathfinder.

Reason For Worry.

"Men worry more than women."

"Yes; they not only have everything to worry about that the women have, but they also have the women to worry about too."—Smart Set.

STAR BUSINESS LOCALS

The Star will send without charge, A. D. T. (Western Union) Messenger to your Place of Business or Residence for Advertisements for our Business Locals Department. 'Phone the Star office, No. 51.

Rates—25 cents for each insertion of twenty-five words, or less. Additional words, more than twenty-five, one cent per word in advance.

The A. D. T. Messengers will also call for telegrams for the Western Union Telegraph Co., or for Notes or small packages to be delivered anywhere in the city. No charges for the telegrams, and but a small charge for notes. For this service call Western Union, 'Phone 2. But for Advertisements always call the Star office, 'Phone 51.

TO THE PUBLIC—In reference to a piece I noticed in the Morning Star of Sunday, the 24th, I wish to say that I had engaged another workman before I discharged Mr. Jas. R. McIver from my employment and have witnesses to the effect that I stated before I would allow him to do as he was doing, that I would sell out and quit business. Now I am willing for him to tell what he has got to tell and I am now ready to tell either in private or public a few of the reasons why I dismissed him from my service. J. T. Burke. ja 26-1t.

NOTICE—For choice fish and oysters, white-shad, large trout, roe mullets and all kinds of sea food, 'phone 1095, E. M. P. Odham, City Market. ja 26-1t.

WANTED—By a refined young lady board in a private family. Centrally located. State terms. Address "D. P. O." Box No. 368. ja 26-2t*

MONEY!—A corporation with assets of one-fifth of a million has authorized me to borrow for it $10,000 in sums from $500 up, on demand notes at 5 per cent. If you have any spare money to invest now is your opportunity. W. M. Cumming, 108 Princess street. ja 26-tf.

ORANGES FOR SALE—One dollar and a half per box. E. M. Gregg. ja 26-1t*

FOR SALE—Household furniture in good condition. Will sell cheap. 'Phone 1400 or 1489. ja 24 3t

WE HAVE FOR SALE a corner lot on Princess street, this lot is 78x165 feet in size, and will make either a good home or investment. J. G. Wright & Son. ja 24 3t

FOR RENT—Store 115 1-2 South Front street, used as a restaurant for 10 years and 5-room dwelling No. 911 North Fifth street. A. D. Wessell, Sr. ja 24 1t*

FOR RENT—Rooms in private family; centrally located with or without board or light housekeeping. Electric lights, hot bath and phone. Address "A. B. C." care of Star. ja 24 2t*

STAR BUSINESS LOCALS

FOR SALE—Portable bake oven in good condition. Suitable for small bakery, hotel, or cafe. Address W. D. James, Mt. Olive, N. C. ja 22 4t

FOR SALE—A beautiful standard bred Kentucky colt. Registered. Three years old. Perfectly sound, gentle and well broken. W. D. Hall, at Wilmington Grocery Co. ja 21-1w

PHOTOGRAPHS—Visit the U. C. Ellis Studio for artistic photographs. Life-like enlargements, neat framing and permanentcy guaranteed. ja 21-tf.

TO MY FRIENDS—I have opened at No. 16 North Second street, a wholesale and retail commission business. Consignments of chickens, eggs and all country produce handled, highest market prices and prompt returns. C. B. Bellois, Wilmington, N. C. jan. 3 1m

THE OLD RELIABLE, the Wilmington Pressing Club, is still running at the old stand on Second street. Others come and go, but the old Wilmington comes and stays. de 5-tf.

UPHOLSTERING, repairing, varnishing, at 114 1-2 Dock street. 'Phone No. 1465. Carolina Upholstering Company, P. J. Breen, manager. de 6 tf

THE GILBERT HOUSE—Combines home comforts with hotel conveniences. Front and Princess streets; junction of all cars. Cars to depot. Steam heat, electric light and hot water. Table equals the best and rates reasonable. Transient $1.00 to $1.50 per day. Rates to regular and table boarders. oct 25 tf

BOARDING—Permanent and Transient. Best location in city. Meals to suit the business men. Strictly up to date. Harnett House, 110 Princess St. Hot and cold baths. Phone No. 713. sep 22-tf

LUMBER AT RETAIL—Grades and prices right. See us before buying. Angola Lumber Co. aug 30 tf

FOR RENT—Store No. 11 Market street, runs back to alley. Suitable for grocery and commission business. Apply to James Owen Reilly. ja 10 su tu tf

MECHANICS' HOME ASSOCIATION—New series B. & L. stock. Walker Taylor, president; W. M. Cumming, secretary. de 18 tf ex su

Special Notice!

TURKEYS! TURKEYS!

We offer for your selection an Extra Fine assortment of Fresh Meats, Beef, Veal, Pork, Mutton, Dressed Poultry, etc.

Our Honey Cured Hams and Bacon can't be beat. You can get them sliced or whole as you want them. The Best Always. Give us a trial order and be Convinced.

HOPKINS & DAVIS

FRONT STREET MARKET.

Four Stalls Two Phones—141 or 128

ja 23-tf

And Then Make It Work For You.

Put it in bank with us and watch it grow. We add 4 per cent. interest, compounded quarterly.

Money in bank is a friend that never fails you in time of trouble. You can depend upon it because it is always at your command.

Our resources are over $750,000.00.

Atlantic Trust & Banking Co.

MATT J. HEYER, President.
MILTON CALDER, Cashier.
Southern Bldg. Opp. Postoffice.

DON'T LET IT RATTLE YOU.

Those worn-out parts of your wagon should be looked after and that rattling stopped. We can fix up the vehicle in short order. Expert work in carriage and wagon repairing is our specialty. We do anything in that line in the most thorough manner, at very reasonable prices. Jobbing executed with skill and dispatch.

J. O. BROWN

jan 19 tf

The C. W. POLVOGT COMPANY

The Store That's Always Busy.

Half Price Sale On Our Entire Stock of Ladies' and Misses' Coat Suits and Cloaks

For the bargain hungry we have spread a bargain banquet from which all may profitably partake. We invite you to feast your eyes on our money-saving offerings and buy the things we have placed in our bargain sale. Look over this money-saving menu and you will give us your order:—

Ladies' Suits, former price $30.00, now.....$15.00
Ladies' Suits, former price $25.00, now.....$12.50
Ladies' Suits, former price $20.00, now.....$10.00
Ladies' Suits, former price $15.00, now.....$ 7.50

Ladies' Cloaks are all offered at one-half their former price. A great variety for you. Our loss, your gain.

$25.00 Cloaks now.....$12.50
$22.50 Cloaks now.....$11.25
$20.00 Cloaks now.....$10.00
$15.00 Cloaks now.....$ 7.50
$12.50 Cloaks now.....$ 6.25
$10.00 Cloaks now.....$ 5.00

New Spring Coat Suits are now arriving. We invite you to see our up-to-date stock.

Wash goods and white goods are all in and on display. Come and get a pick of the fine assortment we are showing. ¶We are agents for the Ladies' Home Journal Patterns. Orders taken for subscription for the Ladies' Home Journal. Price $1.50 a year.

THE C. W. POLVOGT COMPANY

SPIRITS TURPENTINE

—Goldsboro Argus: The two silver lanterns given to Captain J. W. Coble and H. G. Griffin by the Washington Herald, are on exhibition in Mr. Joseph's fine show window. They're worth coming miles to see.

—Goldsboro, Jan. 23.—After deliberating for 15 hours, the pury today rendered a verdict of not guilty of the charge of murder in the second degree in the case of Basil J. Bowden, charged with the homicide of Ira W. Hatch, in the early morning of Thursday, December 17th, in the Town of Dudley.

—Winston Sentinel: The Consolidated Granite Company has under consideration some very extensive improvements to its plant. This company is now shipping to every State in the union and demand for its products is increasing so rapidly that a larger plant and increased facilities are needed.

—Referring to the action of District Attorney Holton in filing a libel in two cases in Asheville to enforce the United States pure food law, the Citizens says that one case is against the packages of cheese and another against fifty packages of the same food, on the claim that the weights marked on each cheese were incorrect.

—Beaufort Lookout: A well sunk on the Richard Whitehurst lot, Ann street, on Monday for Richard Dickinson, the present owner, struck water at the depth of 18 feet. The water spouted 20 feet above the ground, necessitating three additional lengths of pipe. This is something very unusual for this region, as the artesian wells, 300 to 400 feet deep, often have a limited flow.

—Salisbury Post: Yesterday evening at closing time at the Spencer shops, Master Mechanic W. F. Kaderley issued an order to the workmen that commencing today, Saturday, the shops would be closed each succeeding Saturday until further orders. Every department in the shop is closed by the order—machinists, carpenters, and boiler makers. No cause is assigned for the lay off.

—Shelby Star: The use of cocaine is daily becoming more prevalent over the State, the largest users of the drug being found among the lower classes of negroes. Sunday afternoon it required the combined efforts of Chief Jetton and Assistant Chief Hester to land one Sam Froneberger in the lock-up. He was as wild as the primitive jungleman and upon investigation it was found that he was under the influence of cocaine which he claimed to have obtained upon the prescription of a physician.

—Winston-Salem, Jan. 23.—The tobacco board of trade at a meeting this morning placed itself on record as unanimously opposed to the Lockhart bill now pending before the General Assembly, which is generally conceded to be aimed directly at the American Tobacco Company, and its several branches, but which local tobacconists fear would be deterimental to all branches of the trade, the farmers, the dealers and the manufacturers.

—Reidsville, Jan. 23.—Rockingham's county commissioners may be asked to grant license for the sale of whiskey to one or more parties in Reidsville at no distant date, as it is freely talked that if Glenn Williams, in Yadkin county, has a right to sell whiskey to drug stores and depositories they have the same right in this county. They argue that some of the brainiest lawyers in the State say that the prohibition bill cannot touch them if they are able to secure the license from the county commissioners.

—Clayton Enterprise: "Dr. Broughton, of Raleigh, relates an amusing incident of his automobile run to Clayton last week. When some distance from the city, he saw a team approaching. The road was narrow, and the Doctor was just considering what effect his machine would have on the mules, when the driver reached down in his wagon and picking up a double barrel shot gun laid it across his knees. The Doctor instantly decided that the mules needed all the road and stopped his machine until the wagon had safely passed.

—Reidsville, Jan. 23.—The near-beer saloons are doing a rushing business here, notwithstanding the fact that many of the citizens of the place are opposed to them, including the mayor and commissioners. A committee representing the board was sent to Raleigh a few days ago for the purpose of having the Legislature pass a special bill prohibiting these saloons from operating in Reidsville, but it is understood that the committee was not given much encouragement by the law-makers.

—Greensboro Telegram: Mr. Bird S. Coler, of New York, arrived yesterday morning accompanied by Mr. James Hoag, also of New York. His presence in town had, of course, the effect of reviving the rumors that a syndicate headed by him will buy if it has not already done so, the property of the Greensboro Eelectric Company, but Mr. Coler, when approached by a reporter, would talk of nothing but the weather, the impression which Greensboro makes on strangers, the size of White Oak denim mill and the stimulating effect on the flow of capital into the South as a result of President-elect Taft's disposition to cultivate the people living south of Mason and Dixon's line—an effort which he said that he, although a Democrat, could not fail to see.

Don't Get A Divorce.

A western judge granted a divorce on account of ill-temper and bad health. Dr. King's New Life Pills would have prevented it. They cure constipation, causing bad breath and Liver Trouble the ill-temper, dispel colds, banish headaches, conquer chills. 25c at R. R. Bellamy.

THE MISSING MISSIVE.

One Romance of Uncle Sam's Dead Letter Office.

Something like 2,000,000 letters annually fall of delivery in the United States owing to insufficient postage or incorrect addresses. The dead letter office at Washington employs a large force of clerks to handle these. The packages that have been received at the dead letter office have contained false teeth, glass eyes, bric-a-brac keys and thousands of other things that one would never expect to find in the mails.

It would be interesting to know how many engagements have been broken, how many friends have been estranged, how many fond hearts have not been reunited, how many deals have fallen through, how much money has been lost and how many quarrels have been prevented by letters that never came.

A pretty romance was revealed at the dead letter office the other day when a young woman called there to see if a wrongfully addressed letter had been received. It had, and she was greatly relieved. "I heard that Jack was untrue," she said, "and wrote him breaking our engagement. The day after I wrote I found out that I was wrong. My heart was almost broken, but Jack kept right on coming to see me and never mentioned the letter. I began to think I must have misdirected it and find that I did. It must have been fate. Now he will never know."—St. Paul Pioneer Press.

ALL THE WAY ROUND.

An Odd Sort of Dinner and the Reason of It.

Lord Polkemmet, a Scottish lord of session, usually retired to his country residence during the part of the year when the court does no business. John Hagart, the Scottish advocate, equally idle from a similar cause, went to shoot, and, happening to pass Lord P.'s property, he met his lordship, who politely invited John to take, or, as he said, to tak', a family dinner with himself, his wife and daughter.

John accepted the invitation, and they all assembled at the hour of dinner. There was a joint of roasted veal at the head of the table and stewed veal at the bottom, veal soup in the middle, calf's head on one side of the soup and veal cutlets on the other, calf's foot jelly between the soup and roast veal and calf's brains between the stewed veal and the soup.

"Noo," said his lordship in his own blunt way, "Mr. Hagart, you may very likely think this an odd sort of dinner, but ye'll no wonder when ye hear the cause of it. We keep nae company, Mr. Hagart, and my daughter here caters for our table. The way we do is just this: We kill a beast, as it were, today, and we just begin to cook it at one side of the head, travel down that side, turn the tail and just gang back again by the other side to where we began."

The Year Without a Summer.

The year 1816 has a remarkable cold weather record and is known as "the year without a summer." In that year there was a sharp frost in every month, and the people all over the world began to believe that some great and definite change in the earth was taking place. The farmers used to refer to it as "eighteen hundred and starve to death." Frost, ice and snow were common in June. Almost every green thing was killed, and the fruit was nearly all destroyed. During the month snow fell to the depth of three inches in New York and Massachusetts and ten inches in Maine. There were frost and ice in July in New York, New England and Pennsylvania, and corn was nearly all destroyed in certain sections. Ice half an inch thick formed in August. A cold north wind prevailed all summer.

Taking a Mean Advantage.

Once a thrifty Scotch physician was called to a case where a woman had dislocated her jaw. He very soon put her right. The woman asked how much was to pay. The doctor named his fee. The patient thought it too much. He, however, would not take less, and as the woman refused to give him the fee he began to yawn. Yawning, as every one knows, is infectious. The young woman in turn yawned. Her jaw again went out of joint, and the doctor triumphantly said, "Now, until you hand me over my fee your jaw can remain as it is." Needless to say, the money was promptly paid.

An Easy Problem.

Prove that 9 taken from 6 and 10 taken from 9 and 50 taken from 40 when all added together is only 6. Easy when you know how. Take IX (9) from SIX and you have S left; take X (10) from IX (9) and you have I left; take L (50) from XL (40) and you have X left, and when you add S and I and X together you have SIX, haven't you?—Pathfinder.

She Knew Them.

Miss Dubley—She was braggin' about how successful her dinner party was. She said it wound up "with great eclaw." What's "eclaw" anyway? Miss Mugley—Why, I guess that was the dessert. Didn't you never eat a chocolate eclaw?—Catholic Standard.

Ill Bred Scenery.

"Mamma, the scenery abroad must be very ill bred."

"Scenery ill bred, child! What do you mean?"

"This book on Alpine climbing says, 'A terrible abyss yawned before them!'"

Thimbles made of lava are used by women in Naples.

HER MISTAKE.

The Way It Was Explained to Her by the Clumsy Man.

Owing to the fact that the car lurched suddenly as he was passing along the aisle Bronson was deprived of his balance, with the result that in attempting to save himself from falling he clutched one of the shoulders of a handsome woman who had succeeded in getting a seat. Moreover, he knocked her beautiful hat awry and with great difficulty avoided stepping on her toes. As he succeeded in recovering his equilibrium the lady turned toward him and said:

"You contemptible pup! I wish you to understand that I am not a lamppost or a piece of furniture to be clung to for support. You ought to ride in a cattle train. You have no right to crowd in where you can tear other people to pieces with your big, awkward hands. You pitiful clown! You ought to be thrown out into the street. You are not fit to be allowed to go where you are likely to interfere with the comfort of refined people. You unmannerly bumpkin! You deserve to be"—

"Excuse me, madam," Bronson managed to say, "you have made a mistake."

"A mistake!" the lady demanded, her eyes flashing with wrath. "What do you mean?"

"I am not your husband."—Chicago Record-Herald.

THE CLERMONT.

First Passage by Steamboat From New York to Albany.

In August, 1808—the exact day is a matter of dispute—the steamboat Clermont made the first passage by steam from New York to Albany. The distance, somewhat less than 150 miles, was covered in thirty-two hours, a record hailed as a triumph in speed, for previously the passage between the two cities averaged four days.

Robert Fulton had experimented with steam several years, but the Clermont was the first boat he constructed on a large scale. As he could not get the engine he wanted in this country he ordered one from England. The Clermont was so reconstructed in the following winter that it gave more commodious accommodations to travelers, and the year 1808, which was the first year of regular travel by steamboat, Fulton made it a point to start his boat precisely on scheduled time. Curiously enough, a portion of the public complained of this. It was not until well along in the summer that travelers got accustomed to it. Previously boats had been held for two hours at the request of passengers who weren't ready. Fulton's perseverance won public approval before the season closed.—Anaconda Standard.

Cleared His Doubts.

A well known English gentleman engaged a tall and powerful highlander to act as gamekeeper on his estate. Having been a considerable time at his post and not having caught any poachers, the gentleman suspected his gamekeeper of carelessness. So one dark night he disguised himself and went out with a gun to poach on his own ground. He had fired only one or two shots when he was suddenly pounced upon from behind and his gun wrenched away. Then kicks and blows were showered upon him until he fell down half insensible. The highlander then walked away quietly, and when the gentleman recovered sufficiently he crawled home and took to his bed for two weeks. He has now no doubts as to whether the man can perform his duty or not.

Home, Sweet Home.

The old man sat on the park seat, rivers of tears flooding his clothes. A sympathetic passerby, noting the high tide, stopped and asked if he were ill.

"Yes, sir," said the sorrowing old fellow. "I've jest 'ad bad news from 'ome. The 'ouse that 'as sheltered me for years is to be torn down, and I 'aven't a penny to my name to stop it. Everybody will be turned out, and goodness knows what'll 'appen to 'em!"

"Poor soul!" said the sympathetic passerby, bestowing a penny on the sad old man. "That isn't much, but you are welcome to it. And where is this old home of yours, my friend?"

"Up at the jail, sir," replied the old man. "It seems very hard. I've lived there five and twenty years."—London Opinion.

How to Make a Cup of Cocoa.

Take a tablespoonful of cocoa and put it in a tin cup. Add one teaspoonful of granulated sugar and one tablespoonful of boiling water. Mix well, so that there will not be any lumps of cocoa. Pour a little less than one-half pint of milk into a saucepan and cook it, stirring all the time, until it is scalded—that is, until a film forms on it and it begins to bubble a little. Stir the cocoa mixture into this and cook until it boils up.—Delineator.

Businesslike.

The Beloved One—You object to Horace because he's not businesslike. Stern Parent—Certainly; he's only after you for your money. Beloved One—Well, pa, doesn't that prove he's businesslike?—Kansas City Independent.

Not a Matter of Chance.

The Vicar—Is it true, Samuel, that your father allows games of chance to be played in your house? The Boy—There ain't no chance about it, zur; they all cheats!—London Opinion.

Where there is much pretension much has been borrowed; nature never pretends.—Lavater.

Our Class 400 Registers are the best for the money.

$75.00 and Up.

Second Hand Registers at half price. Guaranteed.

The National Cash Register Co.

23 Garrell Building,
WILMINGTON, N. C.

jan 6 1m

NOTICE

TO THE PUBLIC:

Beginning with Monday morning, January 25th, and continuing for one week, we will put on sale 10,000 rolls Wall Paper at cost.

Prices ranging from 5 cents per roll up.

We are doing this in order to make room for our 1909 stock of paper which is now arriving. Now is your chance. Come early and get advantage of this great bargain.

Wilmington Paint & Wall Paper Company

202 Princess Street.

ja 23-6t.

PURE, HEALTHFUL, PALATABLE.

TRY A COLD BOTTLE —OF—

"SEASIDE"

—OR—

REINBRAU

NON-INTOXICATING.

Made and Bottled only by

THE CONSUMERS' BREWING COMPANY.

of Norfolk, Virginia.

ja 21-tf.

SMOKE

Cuban Blossom

CIGARS!

WHY ?

Because It is the Best Cigar for the Money.

H. L. VOLLERS
Wholesale Grocer.

REMOVAL

Ed. Guion, the Barber, has removed to 121 Market street, where he will be pleased to see all of his old customers and many new ones.

GUION, The Barber.

BURRETT H. STEPHENS
Architect
and Consulting Engineer
406 Southern Building.

dec 1

Read the Business Locals

Atlantic Coast Line

Schedule in Effect Jan. 17, 1909.

NOTICE.

The arrivals and departures are given as information, as well as connections with other companies; but arrivals and connections are not guaranteed.

NORTHBOUND.

	No. 48.	No. 44
Lv. Wilmington ...	9:00 am	7:00 pm
Ar. Goldsboro	12:03 pm	9:55 pm
Ar. Wilson	1:00 pm	10:52 pm
Ar. Rocky Mount..	1:35 pm	11:30 pm
Ar. Weldon	4:55 pm	2:47 am
Ar. Norfolk	5:55 pm	
Ar. Petersburg	7:00 pm	4:25 am
Ar. Richmond	8:00 pm	5:10 am
Ar. Washington ...	11:50 pm	8:40 am
Ar. Baltimore	1:15 am	10:02 am
Ar. Philadelphia ..	3:45 am	12 23 pm
Ar. New York.....	6:30 am	2:45 pm

SOUTHBOUND.

	No. 41.	No. 45.
Lv. New York.....	9:25 am	9:25 pm
Ar. Philadelphia ...	11:37 am	11:48 pm
Ar. Baltimore	2:15 pm	2:46 am
Lv. Washington ...	3:45 pm	4:20 am
Lv. Norfolk		8:25 am
Lv. Richmond	7:25 pm	8:15 am
Ar. Petersburg	8:05 pm	9:03 am
Ar. Weldon	9:52 pm	11:28 am
Ar. Rocky Mount..	10:55 pm	12:55 pm
Ar. Wilson	11:31 am	1:56 pm
Ar. Goldsboro	6:15 am	3:00 pm
Ar. Wilmington ...	9:25 am	6:00 pm

BETWEEN WILMINGTON AND THE SOUTH.

SOUTHBOUND.

	Daily.	Daily.	Daily.
Lv. Wil't'n	5:00 am	3:10 pm	7:00 pm
Ar. Flor..	9:05 am	7:20 pm	3:45 am
Ar. Col'bia	12:25 pm	10:45 pm	
Ar. Ch'st'n	1:10 pm	11:25 pm	6:40 am
Ar. San..	6:35 pm	2:15 am	9 00 am
Ar. Jk'vlle		7:15 am	1:20 pm
Ar. Tampa		7:00 pm	10:00 pm

NORTHBOUND.

	Daily.	Daily.
Lv. Tampa	9:00 pm	10:30 am
Lv. Jacksonville ...	9:05 am	7:45 pm
Ar. Savannah	1:15 pm	11:59 pm
Lv. Charleston	5:39 pm	5:20 am
Lv. Columbia	4:30 pm	6:00 am
Ar. Florence	7:15 pm	8:55 am
Ar. Wilmington ...	12:40 am	1:25 pm

BETWEEN WILMINGTON AND SANFORD.

	Westbound. Daily.	Eastbound Daily.
Lv. Wilmington..	8:40 am	Ar 8:05 pm
Lv. Fayetteville.	12:10 pm	Ar 4:45 pm
Ar. Sanford	1:40 pm	Lv 3:30 pm

BETWEEN WILMINGTON AND NEWBERN.

Daily except Sunday.

	Northbound	Southbound.
Lv. Wilmington..	3:20 pm	1:00 pm
Ar. Newbern	7:00 pm	Lv 3:25 am

Trains No. 42 and 41 carry Pullman Sleeping Cars between Wilmington and Washington, connecting with Pennsylvania R. R., for all points east.

Trains No. 55 and 50 carry Pullman Sleeper between Wilmington and Columbia.

T. C. WHITE,
General Passenger Agent.
W. J. CRAIG,
Passenger Traffic Manager.

Seaboard Air Line Railway.

Schedule effective November 29th, 1908. Subject to change without notice.

Direct and shortest line to the principal cities, South and Southwest, also connects at Hamlet with Vestibule Trains North.

Tickets for passage for all trains are sold by this Company and accepted by the passenger with the understanding that this Company will not be responsible for failure to run its trains on schedule time or for any such delays as may be incident to their operation. Care is exercised to give correct time of connecting lines but this Company is not responsible for errors or omissions.

TRAINS ARRIVE AT WILMINGTON AS FOLLOWS.

No. 44 at 12:25 A. M. from Charlotte, Hamlet and local stations.

No. 40 arrives 12:20 P. M. from Charlotte, connecting at Hamlet with No. 38 from Birmingham and Atlanta, No. 33 from Norfolk and Raleigh, No. 81 from New York and Washington, and all points North and South.

TRAINS LEAVE WILMINGTON AS FOLLOWS.

	No. 45	No. 39.
Lv. Wilm't'n...	4:45 A. M.	3:00 P. M.
Ar. Lumb't'n...	7:11 A. M.	5:43 P. M.
Ar. Maxton....	7:52 A. M.	6:35 P. M.
Ar. Hamlet....	8:45 A. M.	7:30 P. M.
Lv. Hamlet....	9:05 A. M.	8:10 P. M.
Ar. Monroe....	10:50 A. M.	10:20 P. M.
Ar. Ch'lotte....	11:35 A. M.	11:30 P. M.

No. 45 connects at Hamlet with No. 66 for Raleigh and Richmond and points North at Monroe with No. 53 for Atlanta.

No. 39 connects at Hamlet with No. 41 for Atlanta, Birmingham and Charlotte, with No. 84 for Washington and New York, No. 32 for Portsmouth, Norfolk and No. 43 for Columbia, Savannah and Jacksonville.

For time-tables and any information apply to your nearest Ticket Agent or Call Phone No. 1294.

J. D. EDWARDS,
Union Ticket Agent.
F. A. FETTER,
Agent.
Phone 86, Wilmington, N. C.
C. H. Gattis,
Traveling Passenger Agent.
Raleigh, N. C.

FISH SCRAP.

From fish caught by our own boats and manufactured exclusively for us, guaranteed genuine and without adulteration. Only a few hundred tons left. Orders taken now shipped at once or 30 days later. Call on or address STONE & CO.
dec 1-tf. Agents.

SUBURBAN SCHEDULE

In Effect, Saturday, October 18, 1908.

TO

THE BEACH

FROM WILMINGTON.

WEEK DAYS—Leave at 6:30, 7:00, 8:30, 10:00, 11:30 A. M., 1:00, 3:00, 4:30:, 7:00, 8:30 P. M.

SUNDAYS—Leave at 8:30, 10:00, 11:30 A. M., 1:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 7:00 8:30 P. M.

TO WRIGHTSVILLE FROM WILMINGTON.

WEEK DAYS—Leave at 6:30, 7:00, 8:00, 8:30, 10:00, 11:30 A. M., 1:00, 3:00, 4:30, 6:00, 7:00, 8:30, 10:00, 11:00 P. M.

SUNDAYS—Leave at 8:30, 10:00, 11:30 A. M., 1:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 7:00, 8:30, 10:00 P. M.

TO WILMINGTON FROM WRIGHTSVILLE

WEEK DAYS—Leave at 6:20, 7:25, 7:55, 8:25, 9:25, 10:55 A. M., 12:25, 1:55, 3:55, 5:25, 6:25, 7:55, 9:25, 10:30, 11:30 P. M.

SUNDAYS—Leave at 9:55, 10:55 A. M., 12:25, 1:55, 3:25, 3:55, 4:25, 4:55, 5:25, 5:55, 6:55, 7:55, 8:25, 10:30, 11:30 P. M.

TO WILMINGTON FROM THE BEACH

WEEK DAYS—Leave at 7:15, 8:15, 9:15, 10:45 A. M., 12:15, 1:45, 3:45, 5:15, 7:45, 9:15 P. M.

SUNDAYS—Leave at 9:45, 10:45 A. M. 12:15, 1:45, 3:15, 3:45, 5:15, 5:45, 6:15, 6:45, 7:45, 9:15 P. M.

TO GOLF LINKS AND DELGADO FROM WILMINGTON

WEEK DAYS—Leave at 6:30, 7:00, 8:00, 8:30, 10:00, 11:30 A. M., 1:00, *2:25, 3:00, *3:45, 4:30 *5:05, 6:00, *6:05, 7:00, *7:05, 8:30, *9:05, 10:00, 11:00 P. M.

SUNDAYS—Leave at *8:25, 9:30, *9:05, 10:00, 11:30 A. M. *12:05, 1:00, *1:25, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 7:00, 8:00, 8:30, 10:00, 11:00 P. M.

TO WILMINGTON FROM GOLF LINKS AND DELGADO

WEEK DAYS—Leave at 6:35, 7:40, 8:10, 8:40, 9:40, 11:10 A. M., 12:40, 2:10, *2:35, *3:55, 4:10, *5:15, 5:40, *6:15, 6:40, *7:15, 8:10, *9:15, 9:40, 10:45, 11:45 P. M.

SUNDAYS—Leave at *8:35, *9:15, 10:10, 11:10 A. M., *12:15, 12:40, *1:35, 2:10, 3:40, 4:10, 4:40, 5:10, 5:40, 6:10, 7:10. 8:1 , 9:40, 10:45, 11:45 P. M.

*"Carolina" Car, all others shown in above schedule marked "Beach."

FREIGHT

Leave Wilmington Daily except Sunday 3:00 P. M.

Freight Depot open from 2:00 to 3:00 P. M.

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S. S. "Carib".....Friday, Feb. 5th
Wilmington to New York.
S. S. "Carib".....Saturday, Jan. 30th
S. S. "Navahoe"....Saturday, Feb. 6th
Wilmington to Georgetown.
S. S. "Carib".....Monday, Jan. 25th
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WINTER SCHEDULE
Steamer Wilmington.

On and after Sunday, September 13th, steamer will leave daily at 8:30 A. M. for Southport returning leaves Southport at 2:30 P. M.

Capt. J. W. HARPER.

sept 12 tf

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nov 15 tf

A GREAT INTERNATIONAL HARBOR AND SEAPORT, A GOVERNMENT COALING STATION AND INDEPENDENT RAILROAD LINE FOR THE OLD NORTH STATE

To the Editor of the Morning Star:

Kindly allow me space in your valuable paper to submit some figures and facts and communication on the subject of a government coaling station, and an international deep water harbor and port of entry for the Old North State that I think will be of interest to every public-spirited citizen in the state, many of whom in the western portion of the state for the past seven years have been reading a good deal about the progress of this work from my pen.

It is needful in prosecuting a work of this kind, for us to get better acquainted with the people and the business interests in Eastern Carolina from the mountains to the seaboard to secure that co-operation that insures success.

I came to this state in 1894, from a breakdown from over work, laboring to make Florida one of the richest, if not the richest, state agriculturally speaking, in the Union, by coupling Tampa Bay, Florida, with the Nicaragua canal, to make Tampa, a village of seven hundred souls when I went there, the Gate to the Gulf, and the greatest city on the Gulf.

In having the surveys made during the last few years before I left Florida, to determine the extent of the great bodies of muck land, from one foot to six feet under water, along the east coast of Florida, and to see if they could be reclaimed, which when reclaimed, will constitute a portion of the richest sugar, rice, vegetable, and tropical fruit land and grazing lands for stock in the world.

While working in co-operation with the great Diston effort to reclaim the muck land in the Kissimee valley, and to lower the waters of Lake Okeechobee, which is only nine feet on its surface at low water above the sea level, we discovered by joining these surveys at the headwaters of the St. Johns river with those of the surveys from the headwaters of the Kissimee river, that a ship canal on the sea level carrying a depth of twenty feet of water, could be cut, giving a canal almost the entire length of Florida, by utilizing the St. Johns river, running nearly a hundred miles due north to Jacksonville, before it enters the Atlantic ocean.

And by utilizing the lower Kissimee river and Lake Okeechobee and Lake Hickopochee, and the Caloohatchee river for nearly another hundred miles to enter the Gulf. Millions of acres of some of the richest land on earth on both sides of an inland waterway, nearly three hundred miles long could be saved. And that the canal could be constructed for twenty-five million dollars, and insure the drainage of the larger portion of the everglades, and enough land to produce the sugar and rice consumption in the United States for half a century to come.

Spain had tried a number of times to find a ship canal across Florida on a sea level, from east to west, but failed.

The United States in the earlier days made efforts to find a route across Florida, that would not require the construction of costly lock dams, and failed. Some years ago, the Standard Oil Company made an effort to find a route across the north end of Florida, but found it could only be done by costly lock dams, and abandoned the effort.

So it was by accident, or a coincident of ultimate results that the sea level route was found.

We were planning to open the headwaters of the St. Johns river from near the south end of Lake Washington into the Indian river, the surface of Lake Washington being about twenty feet above Indian river, and the St. Johns river at Jacksonville being only about ten feet below the surface of Lake Washington.

Noting the peculiarity of the river running on an air line nearly a hundred miles due north, started us to running a system of levels from its fountain head, and we found that the St. Lucy river also formed its headwaters in the same lake, running to the ocean in a southeast direction.

By checking up the levels we found that if we cut a canal through from Lake Washington to Indian river, it would damage navigation on the upper, yet lower St. Johns river.

We found by running lines of level from the south end of Lake Washington southwest to the Kissimee river, to strike the line of the Diston canal to Lake Okeechobee, that the Alpatakaoka Flats was the drainage divide between the east coast and the west coast of South Florida, and that the lowest point was not exceeding twenty-three feet above sea level, and only a few miles wide.

Mr. Diston had already opened the canal for small boats through from Kissimee by way of Lake Okeechobee, Lake Hickpoochee, and the Caloohatchee river to the Gulf, and had run level lines the entire distance.

Hence it was only a matter of comparing our east coast survey with his mid-land and west coast survey, and thus we found the long looked for sea level canal route through Florida, that could be made available not only for ocean-going ships, but for drainage of millions of acres of the richest land in the world.

And we found also that without lowering the Great Lake to the sea level that it would be practically impossible to drain any great portion of the Everglades, or to keep the waters of the Kissimee valley from backing up and overflowing the drained lands during extra heavy rainy seasons.

So astonishing was the simplicity of the construction of this canal, and yet so stupendous were the fields opened up for local, national and international benefit that would result from its construction that it startled us, for the hope of a sea level canal across Florida, save through the Everglades, had been abandoned.

This canal should be coupled with the great inland waterways proposition for a canal from Lake Michigan to the Mississippi river. And when the two are completed, no ordinary mind can grasp the world-wide benefits that will result from their construction.

Mr. Diston, who had been almost wrecked when the change was made by Congress from a tariff to a bounty on sugar to break the solid South, which change lost to him five million dollars of European money that was pledged to his drainage work.

On the discovery of the possibility of a sea level canal that would accomplish the great double purpose, we planned to join our work and ask Congress to make provisions to dig this canal, as it would not only save millions of acres of the richest land on earth, it would give the Gulf of Mexico an in and outlet to the Atlantic ocean and to the eastern world, without ships having to pass out of the Gulf, over the dangerous reefs around Cape Florida, and with the canal from Chicago to the Mississippi, boats from the West and Lakes as well as from the Atlantic could go down and around the end of Cuba into the Carrabean Sea, and out through the Nicaragua canal to the Pacific ocean, missing the most dangerous voyage, and avoiding the heaviest insurance known to American commerce.

Such was the condition of our work in Florida when I was stricken down with partial paralysis and nervous prostration from over work, and came to these North Carolina mountains, with but little hope of living more than six months.

When I came here I was one of the vice-presidents of the South and West Trade Congress, was a member of the International Committee to secure the construction of the Nicaragua canal and its control by the United States Government; hence thoroughly familiar with all of its national and international advantages. I was president of one of the short lines of the Plant system of railroads, and was the founder and manager of what is now, and was then, the second largest daily paper in the state. And interested in numerous other enterprises, which was the cause of my breaking down from over work.

When I got well enough here, and the work I had undertaken for the development of some of the large mineral and timber interests in Western Carolina came under headway, I began to look for an outlet to the West for a competing line of railroad of transportation, and at the same time took up the Florida ship canal question again through the leading papers of North Carolina, South Carolina, Tennessee, Georgia and Florida, and the Manufacturers' Record, and they were all in favor of the canal. And the bill for a preliminary survey at that time, as a result of that work, was passed by Congress making a small appropriation to begin the survey.

Just about that time Mr. Diston died, and not long thereafter, Mr. Plant died, and Congress changed the canal from Nicaragua to Panama, and but little has been done since about the Florida canal.

But the change of the Isthmian canal to Panama made possible, and made it a necessity, when understood, to construct a South Atlantic Trans-Continental railroad.

And I immediately turned my attention to secure that road for the development of East Tennessee, Western Carolina, and portion of South Carolina, and to serve the whole state, and by it secure a deep water harbor for North Carolina because of this change.

Doubtless many North Carolina readers will remember that I said through some of the leading papers in the state when Congress made the change that there was a sound bid under bond to construct the Nicaragua canal for less than one hundred million dollars, and that the Panama canal would cost over three hundred million dollars, if not five hundred million, and if ever completed would add another two thousand miles embargo to the commerce of the Gulf States, and the benefits would go to the South Atlantic ports.

Being familiar with over twenty-four years' study of the world's ocean commerce in connection with this canal, and work in connection with the Pan-American Congress, I knew at once that an embargo of from two to five thousand miles had been placed on all the Gulf harbors in the interest of trans-continental railroad monopoly, without a canal across Florida, and that the seaport advantages were thus given to the South Atlantic ports.

A little study of the maps and coast charts, with which I was familiar, quickly revealed, first, that Florida at Miami, and at Fernandina had small South Atlantic harbors, and that Georgia at Brunswick and Savannah had two small fairly good harbors, and that South Carolina at Charleston had a fairly good harbor, with a good natural harbor closed up at Port Royal. Then came North Carolina with her long sea front and no operating harbor, save a small amount of shipping going on at Wilmington, entering at Southport, with no foreign lines of ships entering and clearing.

Yet the ocean charts show that North Carolina could have two fairly good small harbors, and one great harbor, second only to Norfolk, at Southport, by utilizing the river to Wilmington, a land lock inland, absolutely protected harbor, nearly forty miles long counting both sides, could be had by utilizing the river after it had been dredged to thirty feet depth, along which SHIP SLIPS could be cut, that would give her the finest inland harbor, and the easiest of railroad approach south of Norfolk, and with the unmeasurable advantage of being south of Cape Hatteras for handling Western commerce for Panama canal.

A glance further up the coast shows a good harbor for Virginia, a good one for Maryland, a fairly good one for Delaware, a good one for New York and New Jersey. All doing a splendid ocean business.

I then cast about to see if something could not be done to secure this great harbor for North Carolina, and took up the subject under Gov. Aycock's first administration, with him, for without a great harbor for the state, under the present monopoly of territory by the system of railroads in this state, there could never be a successful development of the state's vast virgin forests, mineral interest, water power, and the utility of her magnificent climate in her western mountain range.

Neither could she hope to reach that high state of industrial manufacturing development adapted to her mountain sections, for the establishment of all characters of manufacturing industries, from a steel rolling mill, cotton mill and to the smallest wood working institution, without a direct independent line of railroad running east and west, from the western coal fields and the western portion of the state to deep water on her own sea front.

A glance at the world's map showed that a plumb line hung at Southport, N. C., would drop the plumb into the mouth of the Panama canal. This immediately revealed the embargo of an additional two thousand miles placed on the Gulf harbors.

A committee of state senators when the Trans-Continental Bill was being considered, was asked to guess what city on the North American continent should a plumb line be hung for the plumb to fall in the mouth of the Panama canal. And Salt Lake City was the nearest that one guessed, the rest were all west of that point. It was not that they were not able, intelligent, and educated talented men, but shows how little thought the average good man, even in this state has given to such matters.

Yet this matter is of far more vital importance to the general development and successful development of North Carolina than any occurrence since the first railroal was built across the state from Charleston to Norfolk, that closed the North Carolina harbors until a line from the great bread, meat and coal-producing fields of the West should cross the state and establish a harbor.

I then stuck a pin in the map at Wilmington and stretched a cord across to San Francisco and found that it ran close to Charlotte, through Rutherfordton, Asheville, Canton, Waynesville, in or through Severeville, and the great iron deposits of Severe county, and Knoxville, and through the great Tennessee coal fields, right on near the center of population and through St. Louis to the Pacific, over a line nearly a hundred miles shorter for coal and commerce to deep water, from St. Louis, from Chicago, from Nashville, from the center of American population and from the Tennessee coal fields to meet ships from the Panama canal, than over any other line now built or that could hereafter be built after this line is built

One mile of railroad in great coal tide water lines means an average of sixty thousand dollars per annum in its earning capacity, multiplied by a hundred miles the ordinary mind can grasp the meaning of the shortening distance for great commercial and coal lines even five miles, thirteen million dollars is being expended to save ten miles in an eastern state.

I saw that it was practicable to build this line, and that it was a necessity for the development of East Tennessee. Western Carolina and the northern half of South Carolina, and would save millions on coal and supplies for the U. S. navy.

And that it would be the greatest possible economic provider for coal for the entire states of North and South Carolina, and that it would justify making the effort, to put in a line from the Tennessee coal and iron mines, and through North Carolina iron mines in Transylvania county, and across the entire state to deep water at Wilmington and Southport, calling it the South Atlantic Trans-Continental Railroad; connecting at Greenville, S. C., for connections to Charleston and Port Royal, which with connections formed through to the Pacific will be the shortest trans-continental road across the North American continent.

And that it would supply every part of this state with coal cheaper by not less than twenty dollars a car, and carry it to deep water at Wilmington and Southport for the American navy, and for ships doing world's commerce, trans-oceanic and by way of the Panama canal twenty dollars a car cheaper than they are now receiving it, or could possibly receive it from any other coal fields or at any other port on the North American continent. And open up a market for every product of Tennnessee, North Carolina and South Carolina to the ocean traffic of the world.

And as before said, when coupled with the great western roads for connections beyond Knoxville and the Tennessee coal fields, it will constitute, and actually be, the shortest trans-continental railroad that can, or ever will be built across from the Pacific to the Atlantic ocean.

I saw that our present system of roads in these states, and especially in North Carolina, were principally with their main lines running north and South, and that their long hauls were consequently north and south, clear across the state with water terminals at Charleston and Norfolk, and with two of them broken only between Tampa, Fla., and New York first at Jacksonville, and with three of them only at Savannah, at Charleston, and at Norfolk, and were all maintaining and increasing costly water terminals facilities at these points, and for them to establish a great harbor in North Carolina that would be practically in the middle of their longest haul would be detrimental to their long haul traffic, consequently they would have no great interest in helping to establish another seaport in the middle of their longest haul with change of rates, and have to erect and maintain additional costly seaport terminals.

While a great trunk line direct from the great Central West will largely increase their business, and merit their co-operation without their having to increase their operating expenses or increase water terminal expenses.

Yet they have given no encouragement to this work, neither have they openly opposed the work, save by discouraging American capital to the extent that we have had to go abroad for such money as will be needed. The bond and preferred stock debt per mile of some of these north and south lines is eighty thousand dollars per mile, hence hard to secure additional money for betterment. However, our efforts have already resulted in causing the improvement of water terminals and equipment, and the effort to induce additional north and south lines to enter the state from coal fields, which of course is just that much advantage to the state, but not very much advantage in securing a reduction of rates, or securing a harbor, until a direct short, east and west line shall reach deep water direct from the coal fields at the state's own port.

Hence it is easily seen that the hope of Western Carolina, east Tennessee, and northern half of South Carolina, and all of eastern Carolina lay in developing a great harbor for North Carolina, and securing a great independent line of railroad from the Central West through the coal fields direct to a North Carolina port, as the next greatest competitor not with these lines now here, running north and south, but for trans-continental traffic, and a sure winner for ocean traffic, passing and re-passing the Panama canal for the center of American population, and to carry coal and supplies for the U. S. navy and for eastern, southern and western trans-oceanic commerce.

It was then I began, through the courtesy of the Raleigh Observer, the Asheville Gazette-News, the Citizen, the Tennessee papers and the South Carolina papers, to direct the minds of the people of these three states to an air line railroad, as nearly as possible, connected with lines from the center of American population through Tennessee coal fields by Knoxville, Severeville, Waynesville, Canton, Asheville, Rutherfordton, near Charlotte, to Wilmington and Southport. And from the main line at Waynesville a line by way of Brevard, to Greenville, S. C., for connection to Port Royal and Charleston and to tap the cotton fields and supply coal for the support of the road to the center of the largest cotton manufacturing district in the South.

The press of these states very kindly permitted its columns to be used to prepare the minds of the North Carolina legislature and the people, and the industrial interests through these states to co-operate with North Carolina in securing such legislation as would make it an independent and competing line, under state protection, and state control, and full protection for the people in each of these states, but not state ownership or state operation. But state control of its securities to prevent their being gambled with.

The first work to secure the line was done under Gov. Aycock's first administration, and the provision for state protection is embodied in the charter and is a fixed law. Under this plan we had secured the pledge of twelve million dollors in Europe at 4 per cent. per annum to build the first two divisions of the line, from Knoxville to Greenville, and from Waynesville to Rutherfordton, which put in the short double bridge, and triple gate system across the mountain, if the state would keep control of the road's finances and guarantee 4 per cent. interest on the bond.

The state in no wise, directly or indirectly, to be responsible for the whole or any part of the principal, of the twelve million dollars.

But for the state to make the guarantee as good faith on its part, and to insure the protection of the line from unjust discrimination on it by other lines.

And when the road had paid the interest and principal of the bond which the law provided should be paid oft in annual installments until they were all paid, with no right of renewal of a bond, except by state consent, nor no new debt to be incurred of any nature except by state consent, nor no sale or mortgage, or lease of the road to be made without state consent. The state to be perpetual owner of the fifty-one per cent. of the capital stock of the railroad company because of the 4 per cent. guarantee, and to participate from the date of the completion of the road in all dividends as soon as any were declared.

And if the state should have to pay any part of the 4 per cent. interest, it was to receive above the fifty-one per cent. one dollar in stock, for every dollar in interest it might pay. The ownership of the state stock should be perpetual and not subject to ferfeiture because of any foreclosure on account of non-payment, either of the interest or the principal of the bonds.

Of course the state would never have gotten the chance to pay any interest, because the capital would not forfeit what represented to it equivalent to 100 cents in cash of their principal to get four cents in interest. And were taking no chance of doing any such thing, for they had first, by investigation, satisfied themselves that the road would not only be self-sustaining, but begin to earn the interest and the principal, and begin to pay dividends on the stock as soon as the road was put in full operation.

This bill was lost in the state senate by eight votes, notwithstanding every possible publicity had been given by the press, and by literature and comprehensive maps, and by the indorsement of 90 per cent. of the industrial enterprises throughout the state, laid on their desks repeatedly during the session, with only one paper in the state known to be opposing it, and we are constrained to say that its opposition was from lack of a careful study of the measure. The oldest senator in the state voted against the bill, admitting he had never read a line of it, when asked why he was opposing it.

And while the House did not vote on the bill, there was a unanimous favorable report from the Corporation Committee of the House asking for its passage, and there was a favorable report before the senate from the railroad committees for its passage.

A post card poll of the House afterwards taken, showed that an overwhelming majority of the House was in favor of the 4 per cent. bill, for those who had investigated it knew that never in the history of this Southland had so sound, so safe, and so conservative a proposition ever before been made by capital to a state. It seemed difficult for men to comprehend that the only thing that the capital was particular in, was to loan the money in a way that their interest would be safe and the property worth the principal, until it was paid back, allowing the state instead of the stock gambler as heretofore, to get the stock for the legal protection and the moral support that it would give the road for its own development. However, this is now history.

The state is indebted to Gov. Glenn for his kindly aid, for he did not want Western Carolina forever bottled up with no competing line of road for her development. And he kindly recommended that the legislature should grant the use of the state convicts in lieu of the 4 per cent. guarantee, to help build this road, and the senate and the house without a dissenting vote, passed the convict amendment to the bill, which carried practically the same provisions for the protection of the capital and the state, that had been drawn in the 4 per cent. bill by the aid of ex-Attorney General T. F. Davidson, ex-Gov. Aycock, Attorney-General Gilmore, and other able men, looking to the protection of the state and the counties' interests. Which provided then, and provides now, that the governor and his successors, with the chairman of the Corporation Commission and the Auditor of the state and their successors, shall have veto power over any act of graft or stock or bond gambling on the securities of the road, or any fictitious debt to absorb its legitimate income.

The act compels the honest payment of the bond debt as fast as the road earns it, and that no new debt shall be incurred when the original one is paid, except by state consent.

Under the convict bill the counties along the line in North Carolina and South Carolina, as far as the preliminary work has progressed, the North Carolina counties have already voted over a million dollars to join with these three states and capital to help build the road.

The proivsions of the law and the contract with the state were made on such lines as to protect the state and the counies and insure them that for every dollar's worth of labor or subscriptions for stock they made, that the stock received would be worth its face value to the state and the counties, and such safety guards as to insure this has been placed around the entire work.

The change from the 4 per cent. to the convicts not being understood by our foreign capital, caused us to lose their agreement, but a promise of American capital from what seemed to be a reliable source was made for the capital under the convict bill, prior to the holding of the county elections in Western Carolina. But when the panic came on at the close of the election that had been carried practically unanimously in these western counties, that financial interest got into trouble and failed to make good their pledges.

So we again took up the question with the foreign capital, through domestic connection, and got them to send a party over to carefully consider the change, and after they understood that the state would still hold veto power under the convict bill over the securities of the road, same as under the 4 per cent. bill, they have again agreed to finance the work, and the engineers are now locating the line and securing rights of way, and will begin the grading work as soon as the surveys and the location of the first division between Waynesville and Knoxville is made complete.

It was, and has been a very laborious, tedious and large undertaking, and of a kind that has never been undertaken before. To get capital to consent to give the state authorities control, with absolute veto power over the finances and securities of a railroad for the state, and counties protection, especially by perpetual veto power in the executive department of the state, without state ownership of the majority of the stock, or without state responsibiliy for operation.

Necessarily it has been a process of education both with the people and the capital, and has had to move slowly, in the face of a great panic following on the heels of the act of the legislature that granted the final amendment and provisions of this character in the contract and the charter.

We promised in procuring the money to construct this line of road, that we would begin work at once to procure congressional action for North Carolina a deep water harbor and terminal at Wilmington and Southport.

This capital has investigated the North Carolina coast and the coast charts, and decided that Southport, by utilizing the Cape Fear river to Wilmington, is the natural North Carolina deep water terminal for this railroad from which to establish foreign ship lines.

Investigation shows that less than six million dollars should give thirty-five feet of water over the bar at Southport, and thirty feet up to Wilmington, and establish a government coal dock, and a great ocean seaport, with safe inland harbor for almost an unlimited number of ships all the way to Wilmington.

Ship lines from foreign countries have already been consulted, and can be arranged with to connect with the railroad line at Southport and Wilmington as soon as completed.

Our newly elected and able Governor, Mr. Kitchin, has had long experience in Congress that will be worth much to him, not only in aiding Western North Carolina, but all of the state as well as her sister states, for when Governor Glenn who has given his hearty support to this work, retires, Gov. Kitchin is the one, with the counsel of state, who will have the control of the movement of this railroad work in his hands, in so far as the protection of the interest of these three states and their people's interests in concerned.

So with Gov. Kitchin and his able counsel of the state in control, and our able member, Hon. W. T. Crawford, in whose district nearly two hundred miles of this railroad will be built, and who has been giving his hearty support and work to secure this great road, and with the co-operation of the Honorable H. L. Godwin, representing the Wilmington district, who already with tact, ability and energy has a bill before Congress for half a million dollars for the Cape Fear river, and who is heartily co-operating with this work and the widening of the purpose, to secure a great international harbor, with the rest of the delegation, and our two senators from this state, who are in hearty sympathy with the work. The North Carolina delegation in Congress with a joint

resolution by the North Carolina legislature, the Tennessee and South Carolina legislatures with resolutions that can be procured from all of the Gulf states petitioning Congress for the appropriation, by this system of co-operation, can do great work to get the state a great harbor that the state has long merited and needed.

For the great cities of the world were built because of water transportation facilities.

And North Carolina can have a great harbor and a great seaport city in this day and generation if all her people and her public men will do their duty.

I have taken up this Florida canal proposition again in the Florida press, and the press of these three states, and through the Scientific American, and other leading journals, to secure national co-operation, and have suggested to my old home people in Florida, that the North Carolina, Tennessee and South Carolina delegations with the great West help them secure their canal, for it means almost as much to North Carolina as to Florida, if they will help North Carolina to secure for the interest of these three states and the commerce of the entire South and West, this great harbor.

That those who are interested in this work may understand why Florida and North Carolina and the Gulf states and the Mississippi Valley and Ohio Valley states are interested in the South Atlantic harbor closer to the Tennessee coal fields which are the closest American coal fields to tide water in the United States, and closest to center of population, if they will take any North American map and draw a line straight through from St. Louis, through Nashville, through the Tennesee coal fields, through Knoxville, through Waynesville, Asheville, Rutherfordton to Southport, and from Southport to the mouth of the St. Johns river at Florida, and then along the river to its headwaters, then across southwest to Kissimee river just above Lake Okeechobee, then through that lake, then out of the mouth of the Calootchatchee river into the Gulf, thence around the north end of Cuba to Colon or Panama, and then understand that the canal will save about one dollar a ton insurance against wreckage on every ton of commerce going in and out of the Gulf by escaping the dangerous Cape Hatteras, the reefs of Cape Florida, and the dangerous passes through the West Indies for Panama commerce, and the same applicable to the commerce of New Orleans and Galveston and Gulf, to say nothing of the miles saved in distance, they will then understand the meaning of this work, but for political perjudice and transportation monopoly would long ago have been accomplished.

We are having prepared in the War and the Navy Department and the Geological Survey Department in Washington, the data for the most comprehensive map perhaps that has ever been issued in the United States, for the use of our delegation in Congress in making the fight for a great international port for the Old North State.

The War and Navy Department immediately after the change of the Isthmian canal to Panama, without the solicitation of any member of Congress, recommended that one million dollars be expended at Southport, and on the river to Wilmington, showing that the War and Navy Department, immediately recognized after the change, Southport as a vital point to begin to prepare a harbor to serve our navy with coal with an air line railroad that could be built from the Tenessee coal fields to deliver coal cheaper to the warships at Southport than from any other coal fields or at any other port on the North American continent.

It will only require an appropriation of a million dollars a year, for five years, to accomplish this work.

And North Carolina is entitled to it, for within that time the short line of road from the Tennessee coal fields will have been completed and built by foreign capital, brought into the state for taxation, involving not only the twelve million dollars for the first two divisions, but twelve million dollars for the extension to deep water that is pledged, and willing to come here subject to the control of the state of North Carolina in the manner of the receipts and disbursements as the result of the income from the expenditure.

Coupled with the Florida canal work, and the hearty co-operation of the people from the foot of the mountains to Wilmington and Southport and all eastern Carolina (for the western mountain counties have already done their part), I will promise to secure the indorsement of the representatives in Congress from Texas, Arkansas, Kansas, Illinois, Missouri, Ohio, Kentucky, Indiana, Mississippi, Louisiana, Alabama, Georgia and Florida, all solid, by a little missionary work, and publicity to secure North Carolina this harbor, because it will fit the Florida canal, the Panama canal, and the interests of every Gulf state, by the saving of millions of dollars in commerce transportation in mileage as well as insurance, as the maps, statistics and data will show when completed.

I can go to Washington, and with the aid of the North Carolina delegation with these statistics, and the data needful to work before the committees, and the delegations from these other states, and win them as unanimously for this work as I won the Western states east of the Rockies, anl the Southern states for the Florida harbor.

These Lake, and Ohio and Mississippi Valley states all want the canal from Chicago to the Mississippi river. they want the Mississippi river cleaned out for better navigation. All the aspirants for the presidency at the Deep Water Convention recently held in Chicago, have declared themselves in favor of the canal from the Great Lakes to the Gulf, and the improvement of the Mississippi and the Ohio rivers, and in favor of every other increased water facilities possible, for water transportation in this nation.

The West and Gulf states have long seen the need and value of the Florida canal for a safe entry from the Gulf to the Atlantic, and the need of the Panama canal as long as they have lost the Nicaragua, the two canals enabling commerce to miss all the dangerous Bahama Banks, and passages through the West Indies, known as the most dangerous voyage barring Cape Hatteras known to the commerce of the world. All can be avoided by an inland cut behind Cape Hatteras, and the Florida canal to the Gulf, and the Panama canal to the Pacific.

The government that paid forty million dollars for the Panama canal rights, that had cost France over five hundred million dollars, and had been abandoned, and has already cost an expenditure that must be made of not less than three hundred and twenty million dollars by this government. when they said that one hundrel and fifty million dollars would do the work, should not hesitate in giving the people of the Gulf and Mississippi Valley, and the Ohio Valley states, forty-five million dollars for these two canals, that will connect the lakes by canals with the Mississippi, and connect the Gulf by canal with the Atlantic ocean, when by making the change to Panama they added another two thousand to the already three thousand mile embargo to the Gulf and Mississippi and Ohio river valley and ocean commerce in the interest of the Trans-Continental Railroad monopoly

And their combined influence should, and will, stand for these states if properly approached for the appropriation for the North Carolina harbor, that can serve Panama canal commerce and escape Cape Hatteras, and be reached over the new proposed railroad, by the shortest possible rail route, from the heart and center of American population, which is only a few miles southeast from where the lake canal will cross from Chicago to the Mississippi river.

And it is due to this Southland and the western states in as much as they yield nearly forty per cent. for the nation's support, that a small per cent. of the enormous expenditures by this government should be given to this work. And it is befitting that on North Carolina's water front it should be done, for the first English-speaking white child born on the American continent was born on Roanoke Island, a North Carolina possession.

I am thoroughly familiar with this kind of work, and wish to say that I have no axe to grind other than make a business success of this railroad in the interest of the state, and get a great harbor for the state and its terminals in North Carolina for the benefit of the Old North State, Tennessee, South Carolina and the West, for it will more or less effect every artery of trade in this Southland, in the northwest and the west and southwest.

I want no office in the gift of the state. And so long as I am connected with this railroad company, and whenever it begins to yield an income, the Governor and the state directors of North Carolina will determine what my compensation will be, and will fix the compensation of every officer of the road as long as the state is interested in it.

I owe North Carolina a debt of gratitude for prolonging my life, and I want to pay it, for I don't wish to lie idle and rust out at the half century mile post, when by working in my humble way I can be instrumental in giving North Carolina and Eastern Tennessee a great independent line of railroad, and help get the Old North State a great harbor, by working with her people and my friends in other states, that will cooperate with us in this undertaking.

In my new lease on life I expect to live to see it accomplished, and I will see it accomplished, for in the few years I have been at work I have moulded the public sentiment and carried the work to where the people will demand and compel its successful consummation.

I have mixed but little with the people from the mountains to the eastern seaboard of this state, simply because I have been busy at this work. They should understand this work, know something of my record, it is wide open, and easy of access, and there is no failure in public work of this nature in my tracks.

And as I have no political aspirations, though a Democrat first, last and all the time, I feel that I should have the support of all the good people of this state. I would rather have been the, and be, the humble instrument that I am, that has already set the wheels in motion that will give North Carolina a great harbor, and a great railroad to that harbor under state protection and the control of its securities from being absorbed, and the people protected from being robbed of the securities, by the great state of North Carolina's protection, than to have the highest political honors she can bestow on any man.

So far in my life's work, and so far here in this work, I have had the hearty co-operation of the enterprising people, and the press throughout these three states of Tennessee, North Carolina, and South Carolina, in this work, regardless of political belief. Work of this nature should be accomplished independent of politics for its success, for this work should be the people's work regardless of politics, for both Democrats and Republicans states are equally interested.

One of Florida's senators has recently been elected president of the Missisippi-Atlantic Inland Waterways Association, and both of her senators are able men, and for this canal, and for our work, and one of her ablest members in the House is on the rivers and habor committee, and is a life-long friend of mine, and a friend to everything that will help upbuild this Southland, and a number of the strongest men in the West and Northwest in the House and Senate have known me for many long years, and are my friends in these undertakings, and will co-operate in every way to help us to succeed.

And now that the political caldron is cooling down, let us have this sandwich of business work, on which political opposing friends can agree, and keep in a good humor with each other, and help bring something like thirty millions of dollars of new money and new blood into our deserving states.

Respectfully,

S. A. JONES.

Waynesville, N. C., Nov. 8, 1908.

P. S.—The above letter should have gone to the press the 1st of November, but has been delayed in getting data from the various cities and states along with the government data, that will appear on the maps that will be used in Congress. A study of these figures and facts should arouse every citizen in North Carolina and South Carolina and Tennessee to put his shoulders to the wheel and help win success.

EXTRACTS FROM DATA ON THE MAP THAT IS GOING TO BE PRESENTED TO CONGRESS.

Distance by way of the South Atlantic Trans-Continental Railroad—Miles by War Department.

From the Tennessee coal fields via Knoxville, Sevierville, Tenn., Waynesville, Hendersonville and Rutherfordton to Wilmington and Southport, N. C. Miles from Knoxville	543
From the Tennessee coal fields via Knoxville, Sevierville, Waynesville, Brevard, Greenville, S. C., to Port Royal and Charleston. Miles from Knoxville	531
Distance from the Tennessee coal fields via Knoxville, Sevierville, Waynesville, Brevard and Hendersonville to Wilmington and Southport, N. C.	568
Distance from the Tennessee coal fields via Knoxville, Sevierville, Brevard and Greenville to Wilmington and Southport, N. C.	589

Coal Delivered to United States Navy on Atlantic Coast.

From 1892 to 1908, 5,893,956 tons; for 1908 alone, 836,389 tons; cost for 17 years, $31,980,049; average cost per ton at tide water, $6.18, on which Southport harbor will work a saving of $2.50 a ton; yielding an annual freight of 41,816 cars of 20 tons each. The saving to the United States government alone will equal the appropriation for Wilmington and Southport harbor in two and one-half years, or double the annual appropriation needful to complete the work in five years.

Railroad time on unperishable freight from the Pacific coast to the Atlantic and through the nation averages 3 miles an hour, taking an average of 30 days for a train of unperishable goods from San Francisco to New York. The average time on canals with horse-power movement is 5 miles an hour, 2 miles better time than by slow railroad freight. The old stage coach lines made 6 miles an hour, 3 miles better time than slow railroad freights. Sail ships averaged 8 to 10 miles an hour, 5 miles an hour better time than average railroad freight. Steamships average 12 to 18 miles an hour, 9 miles an hour over the average slow railroad freights. These figures are from data obtained from careful statistics compiled by the United States Wholesale Merchants' Association, and now in use by the Commission of Commerce, showing that wherever water transportation is available, better time is made on non-perishable goods, and at a saving over railroad rates, as of 4-5 of a mill per ton by water per mile against 12 mills per ton per mile by railroad. And under present mileage and railroad equipment a saving of 50 to 100 per cent. in time. In the beginning of railroad construction the time saved over water and sail boats was just as much in favor then of the railroad as it is now in favor of water against railroad time. The reason is that railroad traffic and the commerce of the country has grown faster than railroad trackage and facilities by 50 to 75 per cent. And unless more miles of railroad are built and present equipment and new lines doubled and tripled, slower still will be the tonnage movement per mile by railroad.

Take the consumption of coal by the United States navy for 1908, which was 836,389 tons, delivered through the various Atlantic seaports from Norfolk to Boston, at an average cost at the ship-side of $6.18 a ton. Every ton of which on the completion of the South Atlantic Trans-Continental Railroad to Southport, with a United States government coaling station at Southport, can be delivered to the navy at a saving of $2.50 a ton, and with a saving on railroad mileage of over a hundred miles from the Tennessee coal fields more than to any other port susceptible of securing at so small a cost, except at Port Royal, S. C., the necessary depth of water for the United States navy to come with its largest vessels to the coaling docks. This saving to the government on coal alone is over two million dollars a year, and the same saving will apply to general feed supplies from the West, for beef, pork, hay, corn and flour; and puts the ships from 600 to 1,000 miles nearer the Gulf, all South American, South African ports, and the Panama canal, and Pacific ports, Honalulu, Hong Kong, Manila and Japan, than from any other coal station with so short a railroad haul from the coal fields and the center of American population on the coast of the United States.

All escaping the dangerous pass around Cape Hatteras, which is the one, unmeasurable advantage Southport has over all ports, north of Southport on the Atlantic.

No man can compute the millions of tons of commerce from the South, the West, the Northwest, that is loaded in Eastern ports, for the Gulf, the West Indies, South American and Pacific ports, that pay an extra insurance for passing Cape Hatteras, and the same will apply doubly to world commerce when the Panama canal is in operation, to such an extent that one year's insurance will cover the entire Southport appropriation to say nothing of the miles of water haul, and miles of railroad haul saved by using Southport; and with the opening of the Florida canal from the Atlantic to the Gulf, an additional and like insurance equal within five years, to escape the passage through the Florida straights for the Gulf and the dangerous passes through the Bahamas and West Indies in route for the Panama canal the insurance saved in five years will equal the cost of both the Southport harbor and the Florida canal. Taking the tonnage statistics that is estimated that will pass and re-pass the Panama canal.

And when compared with the miles saved even by the Florida canal and the time saved on the whole line to Cuba to begin with, and all ports south thereof a rate as of 4-5 of a mill per ton per mile by water as against 12 mills per ton per mile by railroad to other ports.

Southport as against all ports for the handling of grain for Panama and all countries reached thereby is easily estimated. From Southport to Panama via Florida canal is 1,393 miles; from Galveston to Panama 1,560 miles; from New Orleans to Panama, 1,520 miles; from Chicago the great wheat distributing center to New Orleans by water, 1,336 miles; from Chicago by land air lines to Galveston 960 miles; from Chicago air line to New Orleans 880 miles; from Chicago by air line to Southport 790 miles. Climatic conditions at Southport for grain elevators is second to none, if not superior to all south of it, for dryness in climatic conditions, showing conclusively that the port, and Southport is the port, that can be reached by the shortest railroad mileage than can serve the United States navy and the ships carrying the commerce of the world with coal and farm produce from the West at a saving of $2.50 a ton, is the one for the government to establish, for its own protection, for getting supplies away from slow land transportation, and on to water transportation as quickly as possible either in times of peace or war, for rapid distribution, is a public necessity, and a righteous demand for public economy.

Those Western states immediately interested as a direct matter of public and commercial economy in the establishment of a great port of entry at Southport are states paying the following amounts, directly through the internal revenue office and not the custom house, for the privilege of sustaining their manufacturing industries and to support this government, as reported by the treasury department and compiled in the U. S. statistics of 1905 taken as an average year, reveals that Illinois pays annually $52,471,405; Indiana, $25,342,602; Ohio, $20,572,711; Missouri, $8,752,729; Tennessee, North Carolina and South Carolina, $7,690,337. These seven states are sufficient to name, but not all that are interested, pay $114,829,784 per annum for the support of the national government. So less than five per cent. on one year's income to the government from these states will grant these states' request for the appropriation for the Southport harbor and establish a United States coaling station at Southport, and give 35 feet depth of water to the docks at Southport, and 30 feet of water for 20 miles to Wilmington, and save the Navy Department two million dollars per annum on coal alone, and establish the safest and best protected inland harbor, easiest of railroad access, and the closest to the coal fields and the closest to the center of American population of any harbor that can be established save at Port Royal, S. C., for twenty times the money, on the coast of the United States. Last Congress appropriated money for the establishment of a government coaling dock way up on the coast of Maine, nearly two thousand miles from coal deposits. Why not one in the center of the South, close to coal deposits? The Manufacturers' Record shows the growth of the South in 1880 was $7,505,000,000; in 1890, $13,863,073,149; in 1908, $20,073,689,216.

The map that will follow this publication will carry rate and mileage statistics from every business center in the United States to Southport, as compared with all other harbors, and will carry the statistics of the mileage to all important foreign ports throughout the world as compared with all other mileage ports. Will carry the growth of all the ports of the Gulf and Gulf states for two decades; business done, ocean commerce tons entered and cleared and rates of insurance. The growth for two decades and commercial business of the principal states involved. The growth for two decades and commerce done by the cities along the line of railroad from the center of American population to Southport. All compiled from direct local and government statistics. Made so plain that a child need not fail to understand.

The following is sufficient official government mileage statistics to satisfy any man that can read and write and add and subtract, that the time is now come for the South to have this great harbor and port of entry as a matter of national economy.

RAILROAD DISTANCE FROM KNOXVILLE OR TENNESSEE COAL FIELDS TO GULF AND THE ATLANTIC STATES.

By the War Department.

	MILES
To Galveston, Texas	1,012
To New Orleans, La.	602
To Mobile, Ala.	530
To Pensacola, Fla.	513
To Tampa, Fla.	858
To Key West, Fla.	1,117
To Miami, Fla.	952
To Brunswick, Ga.	500
To Savannah, Ga.	446
To Wilmington, N. C.	462
To Norfolk, Va.	539
To Baltimore, Md.	648
To Wilmington, Del.	618
To Philadelphia, Pa.	545
To New York, N. Y.	726
To Boston, Mass.	1,000

FROM CENTER OF AMERICAN POPULATION.

To Southport, N. C.	620
To Boston, Mass.	1,060
To New York, N. Y.	825
To Philadelphia, Pa.	734
To Wilmington, Del.	751
To Baltimore, Md.	704
To Norfolk, Va.	779
To Charleston, S. C.	842
To Port Royal, S. C.	928
To Savannah, Ga.	866
To Brunswick, Ga.	954
To Fernandina, Fla.	917
To Jacksonville, Fla.	952
To Miami, Fla.	1,258
To Key West, Fla.	1,423
To Tampa, Fla.	1,164
To Pensacola, Fla.	764
To Mobile, Ala.	781
To New Orleans, La.	888
To Galveston, Tex.	1,100

DISTANCE BY WATER FROM WILMINGTON AND SOUTHPORT.

To Colon or Panama	1,393
Via Colon and Panama canal to San Francisco	4,727

FROM NEW YORK CITY.

To Colon or Panama	1,981
Via Colon or Panama to San Francisco	5,305
From New York via Cape Horn to San Francisco	13,089
From New York via Cape Horn to Seattle	14,046
From Wilmington and Southport via Cape Horn to San Francisco	12,501
From Wilmington and Southport via Cape Horn to San Francisco	13,458
From New York via Panama to Hong Kong	11,437
From Wilmington and Southport via Panama to Hong Kong	10,843
From New York via Panama to Philippine Islands	11,546
From Wilmington and Southport via Panama to Philippines	10,958
From New York via Cape Horn to Philippine Islands	16,736
From Wilmington and Southport via Cape Horn to Philippines	16,148
From Wilmington and Southport to Cairo, Egypt	5,711
From Wilmington and Southport to Congo River	6,206
From Wilmington and Southport to St. Vincent Islands	3,594
From Wilmington and Southport to Freetown	3,971
From Wilmington and Southport to Cape Town	7,403
From Wilmington and Southport to Barbadoes	1,241
From Wilmington and Southport to Para	2,199
From Wilmington and Southport to Pernambunco	3,108
From Wilmington and Southport to Rio de Janeiro	5,437
From Wilmington and Southport to Callid, S. A.	9,603

FROM WILMINGTON AND SOUTHPORT.

To London	4,328
To Madeira	3,356
To Suez	6,593
To Aden	7,120
To Bombay	8,708
To Colombo	9,198
To Calcutta	10,418
To Singapore	10,105

DISTANCE FROM GULF PORTS TO COLON OR PANAMA, THEN TO PUNTAROSA. — FIGURES FROM NAVY DEPARTMENT.

	Nautical Miles to Colon	Panama	Puntarosa
From Vera Cruz	1,388	1,429	915
From Tuxapane	1,490	1,534	920
From Tampeko	1,450	1,491	920
From Brownsville, Tex.	1,500	1,541	855
From Galveston	1,519	1,560	715
From New Orleans	1,402	1,443	515
From Mobile, Ala.	1,387	1,428	433
From Pensacola, Fla.	1,359	1,400	385
From Tampa, Fla.	1,215	1,256	127
To Key West, Fla.	1,086	1,127	117

	NAUTICAL MILES
From Puntarosa to Jacksonville via Florida Canal	332
From Tampa to Jacksonville via Florida Canal	459
From Pensacola to Jacksonville via Florida Canal	717
From Pensacola via Puntarosa and Canal to New York City	1,507
From Tampa via Puntarosa and Canal to New York City	1,249
From Panama via Puntarosa and Florida Canal to Southport	1,389
From Pensacola via Puntarosa and Canal to Southport	1,010
From Tampa via Puntarosa via Canal to Southport	752
From Jacksonville via water to Southport	293

INLAND WATERWAYS — NAUTICAL MILES, BY WAR DEPARTMENT.

	NAUTICAL MILES
Distance from Chicago via Canal to Mississippi River	266
Distance from Chicago via Canal and river to New Orleans	1,336
Distance from Chicago via Canal, River and Florida Canal to New York City	2,973
Distance from Chicago via Canal, Gulf and Florida Canal to Wilmington and Southport	2,476
Distance from Chicago via Lakes and Canal to New York City	1,255

DISTANCE FROM THE STRAITS OF FLORIDA.

(Lat. 24″ 20′. Long. 82″ 58′.)

To Chicago by river and canal	1,863
To Galveston	713
To New Orleans	527
To Mobile	476
To Pensacola	442
To Tampa	231
To Puntarosa	152
To Key West	68

DISTANCE FROM THE STRAITS OF FLORIDA TO EASTERN PORTS.

To Boston	1,375
To New York	1,163
To Baltimore	1,096
To Norfolk	966
To Wilmington and Southport	703
To Charleston	631
To Philadelphia	1,131
To Wilmington, Del.	1,103
To Port Royal	600
To Savannah	604
To Jacksonville	528

DISTANCES, ALL WATER.

From New York via Panama to Honolulu	6,688
From Southport, N. C., via Panama to Honolulu	6,319
From New York via Panama to Hong Kong	11,208
From Southport via Panama to Hong Kong	10,838
From New York via Panama to Manila	11,379
From Southport via Panama to Manila	11,011
From Nashville, Tenn., via S. A. T. C. R. R. to Wilmington and Southport	780
From Memphis via S. A. T. C. R. R. to Wilmington and Southport, N. C.	958
From Birmingham via S. A. T. C. R. R. to Wilmington and Southport	721
From Chicago by R. R. T. New York	912
From Chicago via S. A. T. C. R. R. to Wilmington and Southport	1,119
From St. Louis to New York	1,400
From St. Louis via S. A. T. C. R. R. to Wilmington and Southport	1,240
Via rail from Memphis to New York	897
From Birmingham via rail to New York	980
From Tampa, Florida, by Gulf to Havana	324
From Tampa to Panama	1,256
From Jacksonville via Canal to Jamaica	1,227
From Jacksonville via Canal to Havana	542
From Jacksonville via water to New York	778
From Jacksonville via water to Philadelphia	748
From Jacksonville via water to Baltimore	724
From Jacksonville via water to Southport	293

The above should be sufficient statistics to meet a reading public's inquiries, and the maps will be for distribution for public good when issued, and one should be hung up in every school room in this Southland.

S. A. JONES, President,
South Atlantic Trans-Continental R. R.
Waynesville, N. C.

COMMERCIAL

WILMINGTON MARKETS.

STAR OFFICE, Jan. 25.

SPIRITS TURPENTINE — Market, steady 41c.

ROSIN—Market, steady $2.85.

TAR—Market, firm $1.60.

CRUDE TURPENTINE — Market, firm $2.00 per barrel for hard; $3.00 for dip and $3.00 for virgin.

Quotations same day last year—spirits turpentine steady 50 3-4; rosin nothing doing; tar nothing doing; crude turpentine firm $2.00, $3.00 and $3.00.

RECEIPTS.

Spirits Turpentine	6
Rosin	167
Tar	75
Crude Turpentine	9

Receipts, same day last year, 7 casks spirits turpentine; 501 barrels rosin; (—) barrels tar; 48 barrels crude turpentine.

COTTON MARKET.

Market—Steady, 9 1-4 cents for middling.

Same day last year—Nominal.

Receipts—2,182 bales, same day last year 3,263 bales.

PRODUCE MARKET.

(Quoted by W. J. Meredith, January 23rd.)

PEANUTS—North Carolina prime 60c.; extra prime, 65c.; fancy, 70c.; Virginia, prime 60@65c; extra prime 70@75c.; Spanish $1.10@$1.15.

CORN—Firm, 97 1-2c per bushel for white; 92 1-2@95 for mixed.

N. C. HAMS—Steady; hams, new 13 @ 14; shoulders 11@12 1-2c.; sides 12c.

EGGS—Dull at 20c per dozen.

CHICKENS—Good demand at 15@35c for large springs; growns dull, 35c.

BEESWAX—Firm at 26c.

TALLOW—Firm at 4 1-2c per pound.

BEEF CATTLE—Dull at 2 to 3 1-2c per pound on foot.

HIDES—Dr. flint 10c; green, dull 7c per pound.

IRISH POTATOES—90c per bushel.

SWEET POTATOES—Good demand 60@70c per bushel for yams.

WOOL—Free of burr, 16c; burry wool 10 to 12c.

TURKEYS—Good demand, 12 1-2c per lb. on foot; dressed 18c.

GEESE—Dull 50c per head; dressed 50c.

PORK—Good demand 6 to 7c; corn fed 8c for small pork.

THE COTTON MARKET.

(By Wire to the Morning Star.)

New York, Jan. 25.—The cotton market was weak and unsettled today, closing steady at a net decline of 8 to 14 points. Sales were estimated at 225,000 bales.

The market opened steady at an advance of 3 points to a decline of 3 points, July and August being a little higher on better cables than was expected, while other positions were under realizing of long accounts, and the whole list became weak right after the call. Selling was promoted by the heavier estimates for tomorrow's receipts at leading points, stop loss orders were caught a few points before the opening figures and, before the decline was checked prices showed a net loss of about 12 to 15 points on the active months.

Some of the big spot interests were big buyers on spring and summer deliveries and it looked as though houses which had sold heavily for long account toward end of last week were replacing their lines at the lower level, but after a rally of 6 or 8 points, the market weaknened again with the old crop reaching the lowest point in the late trading under continued realizing or liquidation, Southern selling, local bear pressure, and rumors of a falling off in spot demand at interior points following the satisfaction of January engagements. At the lowest, prices were 13 to 15 points below the closing figures of Saturday and about 21 to 25 points below the high records of last week. The close was slightly up from the lowest on covering. Southern spot markets officially reported early were unchanged to 1-16c higher.

Receipts at the ports today were 36,989 bales, against 45,537 last week and 36,203 last year; for the week 240,000 bales, against 244,188 last week and 289,071 last year. Today's receipts at New Orleans were 5,318 bales, against 9,909 last year, and at Houston 9,503 bales against 8,161 last year.

Spot cotton closed quiet 10 points lower; middling uplands 9.90; middling gulf 10.15; sales 2,005 bales.

Futures opened steady and closed steady.

Month.	Open.	Close.
January	9.70	9.54
February	9.69	9.53
March	9.68	9.57
April	——	9.54
May	9.65	9.54
June	9.58	9.50
July	9.57	9.49
August	9.46	9.38
September	9.45	9.33
October	9.37	9.30
November	——	9.27
December	9.33	9.27

PORT MOVEMENT.

(By Wire to the Morning Star.)

Galveston—Quiet, 9 7-8; net receipts 15,544; stock 135,716.

New Orleans—Quiet, 9 5-8; net receipts 5,318; stock 305,473.

Mobile—Quiet, 9 1-2; net receipts 1,330; stock 65,894.

Savannah—Quiet, 9 9-16; net receipts 7,864; stock 148,650.

Charleston—Firm, 9 1-4; net receipts 1,398; stock 22,670.

Wilmington—Quiet, 9 1-4; net receipts 2,182; stock 13,263.

Norfolk—Quiet, 9 3-4; net receipts 3,235; stock 40,849.

Baltimore—Nominal, 9 3-4; stock 19,846.

New York—Quiet, 9.90; stock 170,051.

Boston—Quiet, 9.90.

Philadelphia—Quiet 10.15, net receipts 50; stock 7,093.

Brunswick—Stock 332.

Jacksonville—Net receipts 60.

Total today, at all ports, net receipts 36,939; Great Britain 9,666; France 10,396; Continent 18,529; stock 929,834.

Consolidated, at all ports, net receipts 70,610; Great Britain 13,946; France 10,396; Continent 20,338.

Total since September 1st, at all ports, net receipts 7,188,500; Great Britain 2,384,989; France 732,587; Continent 2,249,727; Japan 101,619 Mexico 5,303.

INTERIOR MOVEMENT.

(By Wire to the Morning Star.)

Houston—Quiet, 9 13-16; net receipts 9,503; stock 143,933.

Augusta—Dull, 9 5-8, net receipts 748; stock 97,947.

Memphis—Steady, 9 1-2; net receipts 1,924; stock 175,102.

St. Louis—Steady, 9 5-8; net receipts 235; stock 41,291.

Cincinnati—Steady, net receipts 249; stock 18,218.

Louisville—Firm, 9 5-8.

Little Rock—Steady, 9 1-2; net receipts 1,871; stock 49,100.

Total today—Net receipts 14,530; gross receipts 16,914; shipments 16,554; sales 4,744; stock 525,591.

LIVERPOOL MARKET.

(By Cable to the Morning Star.)

Liverpool, Jan. 25.—Spot cotton in fair demand. Prices one point higher. American middling fair 5.90; good middling 5.54; middling 5.34; low middling 5.14; good ordinary 4.67; ordinary 4.27. The sales of the day were 8,000 bales, of which 200 were for speculation and export and included 7,300 American. Receipts 17,000 bales including 16,500 American.

Futures opened quiet and closed easy. January 5.13; January and February 5.12 1-2; February and March 5.10 1-2; March and April 5.10; April and May 5.09 1-2; May and June, June and July 5.07 1-2; July and August 5.08; August and September 5.00; September and October 4.85 1-2; October and November 4.91; November and December 4.89; December and January 4.88; January and February 4.87.

THE DRY GOODS MARKET.

(By Wire to the Morning Star.)

New York, Jan. 25.—The dry goods market opened strong and jobbers did quite an active trade during the day. The new prices on staple prints go into effect tomorrow. The feature of the business for the moment is the very free ordering of dress goods from the large corporations that are selling for fall delivery. Four of these concerns report that at the present rate of progress they will be sold up before the end of the week. Cotton yarns were steadier and buyers were frequent in the market.

NEW YORK STOCK MARKET.

(By Wire to the Morning Star.)

New York, Jan. 25.—Developments over the week-end showed no effect in moving speculation in the stock market, although some of the stocks were undoubtedly of importance in their financial bearings. Foremost among these was the fact that the Bank of England was permitted to take up the South African gold laid down in the London market at a concession in price and without any competition on behalf of Paris. This is the first week for this to happen since a period well back into last year and marks the culmination of the long accumulations of gold by the Bank of France which has been going on during that period.

Market conditions are composed of movements confined largely to individual stocks regarding which there are special developments. There was a group of stocks related to the fertilizer industry thus affected today by rumors of an intended merger of these companies, although sharp relapses followed in some of them. The general list, while neglected and listless, was firm. The redundant state of the money market places no pressure on holders of securities. The fitful price movements of the day in the stock market showed no decision, and the tone at the closing remained uncertain and sluggish.

There were reactions in some bonds which have advanced sharply of late and this made the tone of the bond revision irregular. Total sales, par value, were $5,420,000. United States bonds were unchanged on call. Total sales today were 414,600 shares.

FINANCIAL MARKET.

(By Wire to the Morning Star.)

New York, Jan. 25.—Money on call easy 1 1-2 to 1 3-4, ruling rate 1 1-2, closing bid 1 1-4, offered at 1 1-2. Time loans very weak; 60 days 2 1-4 to 2 1-2 per cent., and ninety days 2 3-4 per cent., six months 3 per cent. Prime mercantile paper 3 1-2 to 4 per cent. Sterling exchange steady with actual business in bankers' bills at 4.8495 to 4.8505 for 60 day bills and at 4.8735 for demand. Commercial bills 4.84 5-8 to 4.84 3-4. Bar silver 52. Mexican dollars 44.

NEW YORK BONDS.

U. S. refunding 2s reg	102 1-2
U. S. refunding 2s cou	102 7-8
U. S. 3s reg	100 3-4
U. S. 3s cou	100 3-4
U. S. 4s reg	119 1-2
U. S. 4s cou	120 1-2
Amr. Tobacco Co. 6s	106 3-4
Atlantic Coast Line 4s	96 1-4
Baltimore & Ohio 4s	101
L. & N. Unified 4s	101
Seaboard Air Line 4s	65
Southern Railway 5s	110
U. S. Steel 5s	104

Closing Stock Lists.

Amalgamated Copper	78 7-8
Amr. Car & Foundry	49 1-2
Amr. Car & Foundry pfd	109 1-2
Amr. Cotton Oil Co.	52 3-4
Amr. Locomotive	57
Amr. Smelting & Ref	85 5-8
Amr. Smelting & Ref pfd	102 1-8
Amr. Sugar Refining	132 7-8
Atchison	99 1-4
Atchison pfd	101
Atlantic Coast Line	108
Baltimore & Ohio	112
Baltimore & Ohio pfd	93
Chesapeake & Ohio	62 5-8
Chicago, Mil. & St. Paul	150 1-4
Colorado & Southern	65 7-8
Erie	30 1-4
Erie 1st pfd	46 1-4
Erie 2nd pfd	34 1-2
Great Northern pfd	143 7-8
Kansas City Southern	42 1-4
Kansas City Southern pfd	73 3-8
L. & N.	122 1-4
Norfolk & Western	91
Northern Pacific	140 1-2
Pennsylvania	132 3-4
People's Gas	105 1-8
Reading	137
Rock Island Co.	24 5-8
Rock Island Co. pfd	62
Southern Pacific	120 1-8
Southern Pacific pfd	121 1-2
Southern aRilway	25 3-4
Southern Railway pfd	62 1-2
Standard Oil	650
Union Pacific	179 1-8
U. S. Steel	53 7-8
U. S. Steel pfd	114 1-8
Va.-Car. Chemical	47 5-8
Va.-Car. Chemical pfd	114 1-2
Western Union	68 1-2
Westinghouse Electric Co.	82

NEW YORK PRODUCE MARKET.

(By Wire to the Morning Star.)

New York, Jan. 25.—Flour steady.

Rye Flour, Buckwheat and Barley—Steady.

Buckwheat Flour—Dull.

Corn Meal—Firm.

Rye—Dull but firm.

Wheat—Easy; No. 2 red 1.08 1-8 to 1.09 1-8 elevator. Options 1-4 to 3-8c net higher. May 1.10 5-8; July 1.04 3-8.

Corn—Steady; No. 2, 70 elevator. Options 1-8c net higher. May 69 1-8; July 69 1-4.

Oats—Quiet; mixed 59 1-2.

Beef, Cut Meats, Pork and Tallow—Steady.

Lard—Barely steady.

Rice and Molasses—Firm.

Sugar—Ray steady; fair refining 3.23.

Coffee—Steady; Rio No. 7, 7 3-8 to 7 1-2; Santos No. 4, 8 3-8. Mild Coffee—Steady; Cordova 9 1-4 to 12 1-2. Futures closed steady net 5 points higher to 5 points lower.

Butter—Unsettled, lower; creamery specials 30 to 30 1-2; official price 30; extras 29 to 29 1-2; third to firsts 24 to 28 1-2; held common to special 23 to 29 1-2; process common to special 18 to 24 1-2.

Cheese—Firm; State full cream specials 14 3-4 to 15 3-4; do fancy 14 1-4; do good to fine 14; winter made, best 13 1-4; do good to pprime 12 to 13; do common to fair 10 3-4 to 11 3-4; skims, full to specials 2 1-2 to 11 3-4.

Eggs—Steady; State, Pennsylvania and nearby seelcted white 36; do fair to choice 33 to 35; brown and mixed fancy 32 to 33; do fair to choice 30 to 31.

Cotton Seed Oil—Firm for spot and nearby but a trifle easier for late positions under local selling. Prime crude 34 1-2; prime summer yellow 43 to 43 1-2; off summer yellow 42 1-4 to 43 1-4; good off summer yellow 41 3-4 to 42 3-4; prime white 43 3-4 to 46 1-2; prime winter yellow 47 1-2 to 50.

Potatoes—Irregular; Bermuda per barrel 4.00 to 5.00; Maine in bulk per 180 pounds 2.50 to 2.62; State and western, per 180 lbs. 2.25 to 2.50; Long Island, per barrel 2.75 to 2.87; Jersey 1.90 to 2.12; European 1.75 to 2.20; Jersey sweets, per barrel 2.00 to 2.50.

Cabbages—Steady; State white per ton 33.00 to 37.00; red 35.00 to 40.00; Southern new, per crate 21.00 to 21.50.

Freights to Liverpool—Steady; Cotton by steam 12 to 15c; grain by steam 1 3-4d.

Peanuts—Firm; fancy hand-picked 4 3-4 to 5; other domestic 2 to 4 1-2.

CHICAGO PRODUCE MARKET.

(By Wire to the Morning Star.)

Chicago, Jan. 24.—Increased receipts and favorable weather in this country for the fall sown crop inspired a bear raid on the wheat market today which resulted in closing declines of 1-8 to 5-8c. Corn and oats closed firm and provisions weak.

	Opening.	Highest.	Closing.
Wheat—			
May	1 07 7-8	1 07 7-8	1 07
July	97 7-8	97 7-8	97 3-8
Sept	94 5-8	94 3-4	94 1-4
Corn—			
May	62	62 1-2	62 1-8
July	62	62 3-8	62 1-4
Sept	62	62 1-2	62 3-8
Oats—			
May	51 3-4	52	51 7-8
May	46 3-8	46 5-8	46 1-2
Sept	39 1-8	39 3-8	39 1-4
Mess Pork, per bbl.—			
Jan.	17 35	17 45	17 35
May	17 27 1-2	17 27 1-2	17 12 1-2
July	17 30	17 32 1-2	17 20
Lard, per 100 lbs.—			
Jan.	9 62 1-2	9 70	9 60
May	9 82 1-2	9 80	9 72 1-2
July	9 90	9 92 1-2	9 82 1-2
Short Ribs, per 100 lbs.—			
Jan.	8 80	8 80	8 80
May	9 02 1-2	9 05	8 95
July	9 15	9 17 1-2	9 07 1-2

Cash quotations were as follows: Flour firm; No. 2 spring wheat 1.08 to 1.09; No. 3 1.03 to 1.08; No. 2 red 1.06 1-2 to 1.07 3-8; No. 2 corn 59 1-4 to 1-2; No. 2 yellow 59 1-2 to 60; oats, No. 3 white 49 to 51; No. 2 rye 76; good feeding barley 50 to 60; fair to choice malting 60 1-2 to 64; No. 1 northwestern 1.60; prime timothy seed 3.87 1-2 to 3.90; clover contract grades 9.15; short ribs, sides (loose) 8.50 to 8.87 1-2; mess pork per bbl. 17.37 1-2 to 24.50; lard, per 100 lbs. 9.60; short clear sides (boxed) 8.87 1-2 to 9.12 1-2.

NAVAL STORES.

(By Wire to the Morning Star.)

New York, Jan. 25.—Rosin steady Turpentine steady at 45c.

Charleston, Jan. 25.—Spirits turpentine quiet 41 1-2. Rosin firm. Quote: AB C, 3.05; D, 3.10; E, 3.10 to 3.20.

Savannah, Jan. 25.—Spirits turpentine firm 41 1-2; sales 366; receipts 102; shipments 178. Rosin firm; sales 2,313; receipts 3,583; shipments 1,597; stock 186,002. Quote: B, 3.15; D, 3.20; E, 3.22 1-2; E, 3.27 1-2 to 3.30; G, 3.25; H, 3.45; I, 4.20; K, 5.15; M, 5.80; N, 6.25; WG, 6.45; WW, 6.50.

MARINE

ARRIVED.

Tug Astral, Phinney, Charleston, towing Standard Oil Barge No. 92, Standard Oil Co.

Schr. Fannie Prescott, 316 tons, Colbeth, Perth Amboy, N. J., C. D. Maffitt.

Str. Carib, Packer, New York, H. G. Smallbones.

CLEARED.

Tug Astral, Phinney, New York, towing Standard barge No. 92, Standard Oil Company.

Dan. str. Gallia, Pederson, Progreso, Mexico, C. D. Maffitt.

BY RIVER AND RAIL.

Receipts of Naval Stores and Cotton Yesterday.

Wilmington, N. C., Jan. 25, 1909.

C. C. Railroad—96 bales cotton; 3 barrels tar.

W. & W. Railroad—94 bales cotton; 13 barrels tar.

W. C. & A. Railroad—1,920 bales cotton; 163 barrels rosin; 8 barrels tar; 9 barrels crude turpentine.

A. & Y. Railroad—54 bales cotton; 4 casks spirits turpentine; 42 barrels tar.

W. & N. Railroad—18 bales cotton; 2 casks spirits turpentine; 4 barrels rosin; 9 barrels tar.

Total—2,182 bales cotton; 6 casks spirits turpentine; 167 barrels rosin; 75 barrels tar; 9 barrels crude turpentine.

MARINE DIRECTORY.

List of Vessels Now In Port of Wilmington, N. C.

Steamers.

Trignac (Fr.) 1,447 tons, Dolu, Heide & Co.

Ordunte Mendi (Urg.) 2,536 tons, Eschevarrie, Alexander Sprunt & Son.

Schooners.

Fannie Prescott, 316 tons, Colbeth, C. D. Maffitt.

Bayard Hopkins, 221 tons, Hopkins, C. D. Maffitt.

Horace P. Shares, 392 tons, Flynn, C. D. Maffitt.

Augustus Welt, 1,111 tons, Sproul, C. D. Maffitt.

Carrie A. Morton, 470 tons, Layton, C. D. Maffitt.

Georgia D. Jenkins, 398 tons, Colwell, C. D. Maffitt.

Geo. W. Truitt, Jr., 647 tons, Eskridge, C. D. Maffitt.

Massachusetts, 437 tons, Lane, C. D. Maffitt.

SEVERE EARTHQUAKE SHOCK

Indicated For Western Asia by the Seizmograph Yesterday.

(By Cable to the Morning Star.)

London, Jan. 23.—The seizmographs of the Continent and England recorded a severe earthquake at a few minutes before 4 o'clock this morning. In some instances the intensity indicated by the needles was nearly as great as that recorded last month at the time of the Messina disaster.

The estimates of distances vary from 2,000 to 3,000 miles to the eastward of the point of record. This would place the location of the disturbance in the Chaspian region or beyond, in Asiatic Russia, Afghanistan, Northern India and, swinging more to the South, the extreme of Arabia and Central Africa. The disturbance also could have been in the Indian Ocean.

No reports have come in from anywhere in this designated area to intimate the occurrence of any catastrophe.

RICES GOOSE GREASE LINIMENT PREVENTS NEUMONIA OR YOU GET $100.00 IN CASH

FORECLOSURE SALE.

By virtue and pursuance of the power of Sale contained in a certain mortgage made by Charles Carroll and wife to The Wilmington Homestead & Loan Association duly registered in Book 51, page 452 et seq of the Records of New Hanover County, the undersigned will sell to the highest bidder at public auction for cash on Tuesday, the 9th day of February, 1909, at the Court House door in Wilmington, N. C., the following described property: Beginning at a point on the Southern line of Rankin street 132 feet east of the eastern line of Wood street, runs south parallel with Wood street, 145 feet to Charlotte street, thence eastwardly along northern line Charlotte street 33 feet, thence north parallel with Wood street 145 feet, thence west 33 feet to beginning—Parts lots 1 and 2 Block 228, of said city.

JOHN D. BELLAMY & SON,
ja 8-30d. Attys. for Mortgagees.

Chesapeake and Ohio Ry

Scenic Route to the West.

Two Fast Vestibule Trains With Dining Car Service.

Through Pullman Sleepers to Louisville, Cincinnati, Chicago and St Louis.

Lv. Richmond	2:00 P. M.	11:00 P. M.
Ar. Cincinnati	8:25 A. M.	5:00 P. M.
Ar. Chicago	5:30 P. M.	7:10 A. M.
Ar. St. Louis	6:45 P. M.	7:15 A. M.
Ar. Louisville	11:30 A. M.	8:00 P. M.

Direct connections for all points West and Northwest.

Quickest and Best Route.

The line to the celebrated mountain resorts of Virginia.

For descriptive matter, schedules and Pullman reservations, address.

W. O. WARTHEN, D. P. A., C. & O. Ry. Co., Richmond, Va.

JNO. D. POTTS, Gen'l. Pas. Agt.

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FOR TENDER FEET

IN LACE AND CONGRESS

HIGH AND LOW CUT

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PETERSON & RULFS

NEXT TO MURCHISON BANK.

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Stock Reducing Sale!

Watch for the Date, Wait for it. Look for Our Circular.

During the recent depression, when prices were at their LOWEST LEVEL, our great confidence in the growing prosperity of this section, caused us to look a long way ahead and buy more freely than ever. The advantages we gained are all shown in the prices we will offer you.

Consequently this sale will present a money saving opportunity that you connot afford to loose. We can supply your wants, and you can feel certain that every dollar invested means money saved.

Honest qualities, full count, and exact measure, are things that we do not overlook, no matter how low our prices.

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Big Department Store.

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BRICK 900,000 in stock, also other BUILDING MATERIAL

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ALWAYS adjusted PROMPTLY and SETTLED by us. We sell only FIRE PROTECTION that protects. :: :: ::

CLAYTON GILES & SON

Successors to Willard & Giles Co.

dec 20 tf

Now Is the Time to Advertise in The Morning Star

THE TAFT PARTY OFF FOR PANAMA

The Voyage Begun From Charleston Yesterday Morning.

CITIZENS' FAREWELL

To the Distinguished Guests—The Two Cruisers Pass Out to Sea—Anticipation of Pleasant Trip—Policitians.

(By Wire to the Morning Star.)

Charleston, S. C., Jan. 25.—President-elect and Mrs. Taft and party, including a small staff of distinguished civil engineers selected to inspect with the President-elect the Isthmian Canal, sailed for Panama at 9 o'clock today. The party will reach New Orleans on the return trip on February 13th.

Aboard the cruiser North Carolina were the President-elect, his ruddy cheeks attesting the benefit he had gained from the golf links at Augusta, and his immediate party, including Mrs. Taft, and Wendell Mischler, his assistant secretary who has been with Mr. Taft since Secretary Carpenter left for California to recuperate his health. On the other cruiser were the newspaper correspondents and civil engineer who will inspect the Panama Canal works. Aboard each craft was a secret service agent, both of whom will remain with the party throughout the trip

At 10 o'clock, one hour after weighing anchor off the Government wharf at Charleston, the North Carolina passed through the jetties to sea, pointing for Panama. The Montana had arrived off Charleston yesterday, and spent the day and night at anchor, joining the North Carolina as she came out. The Montana had taken aboard from the lighthouse tender Cypress those who were to take the trip on board her.

After two days delightfully spent as the guest of the people of Charleston, Mr. Taft, accompanied by Mrs. Taft, his secretary and personal attendants, left the hotel by 8 o'clock. A cutter from the North Carolina, was waiting at the Government wharf to convey the party to the cruiser. At the dock Mayor Rhett and a number of other prominent citizens were gathered and they wished the President-elect a good voyage. There was no delay in getting off and the party was soon aboard the ship which lay but a few hundred yards from the dock.

As Mr. Taft came on deck a salute of 21 guns was fired. Everything had been ready to get under way, and within a few minutes of their boarding the ship was passing down the harbor at a good speed. The torpedo boat DuPont conveyed the cruiser down the bar. There was no stop made after passing out to sea, and with signals of farewell flying the two cruisers were soon hull down to the southward.

Mr. Taft expressed the keenest appreciation of the cordial welcomed and whole-souled hospitality extended to him by the people of Charleston and said he had enjoyed his brief stay in this city greatly. Mrs. Taft was looking forward to the sea voyage as an opportunity for rest after a period of activity in social engagements and in travel.

Senator Knox, who is to be Secretary of State in the Taft Cabinet, who came to confer with Mr. Taft upon matters of importance, returned to Washington this afternoon. Chairman Hitchcock, who came here at Mr. Taft's request, will remain a day or two probably. John Hays Hammond, president of the League of Republican Clubs, will spend several days here.

WARM WIRELETS.

Dr. Alfred Harding was yesterday consecrated Bishop of Washington at historic Trinity Episcopal Church, succeeding Bishop Satterlee.

The American squadron sailed from Smyrna yesterday for Negro Bay, Morocco, where the entire fleet will rendezvous before proceeding to Gibraltar.

Five firemen were injured and $50,000 damage was done to the Philadelphia wall paper firm of Chas. M. N. Killen in a fire in the central section yesterday.

The Ohio and Kentucky Insurance Commissioners revoke the license in those States of the Insurance Co., of New Orleans, La., based upon an official report that the company is unsound.

Nearly four million feet of lumber was destroyed by a supposed incendiary fire at Rowesville, Orangeburg county, S. C., Sunday, causing a $100,000 loss to A. M. & J. H. Blake, the owners.

Charges are expected to be filed against U. S. Senator Isaac Stephenson when the Wisconsin Legislature meets to re-elect him today as the nominee of the Republicans at the Fall primary.

The Attorney General of the United States issues a circular to marshals and deputies forbidding intoxicants to prisoners except upon prescription of physician. Summary removal is threatened as the penalty for violation.

Reading to the jury statements in the New York and Indianapolis papers upon which the alleged libels are based occupied yesterday's session of an hour of the Federal grand jury investigating in Washington the alleged libels of the World and Indianapolis News.

February 1st.

Deposit now with The People's Savings Bank. Interest will begin February 1st. ja 2 63t

COOPER-CARMACK TRIAL

One Juror Secured Yesterday—Fines For Veniremen Offering Business Excuses—Status of the Challenges.

(By Wire to the Morning Star.)

Nashville, Tenn., Jan. 25.—The net result of another day's work in the trial of Colonel Duncan B. Cooper, and John D. Sharpe, for the murder of ex-Senator Carmack, was one lone juror added to the six already in the box. The new venire of 500 talesmen reported this morning, and at 3:50 o'clock P. M., 120 had been examined. Of these only one man, J. H. Vaughan, a farmer 48 years old, was taken.

The hearing of the State against Juror Leigh will take place as soon as the present panel is exhausted, which will probably be Wednesday.

The State has used ten of its eighteen peremptory challenges, and the defense fourteen of its seventy two.

Soon after court convened this morning Attorney General McCarn asked whether or not the defense proposed to resist the removal of Juror Leigh. Judge Anderson said the defense had not time to investigate.

"The defense has had time," retorted McCarn. "It has had Leigh's son working on the charges or for some other purposes for several days; and the State wishes to announce that it objects to Leigh, not only because he was drunk when accepted, but because he as expressed a violent opinion as to the innocence of the accused. We have the proof of that."

"Has Juror Leigh been arrested for perjury?" asked Judge Anderson.

"Not yet," replied McCarn, suggestively.

Then McCarn offered to read the affidavit against Leigh, but the defense objected. The State then asked the court to set a day for the hearing. The court said it would be better to continue the examination of talesmen and settle the leigh case later. Counsel asked for time to consult upon the new venire, which was granted.

A long list of talesmen was ready with pleas to be excused from service, which led the court to remark: "The first man who presents a business excused will be fined $10 right off the reel." At least half of the waiting line of men melted out into the court room.

During a recess Judge Hart sent for the six men already selected as jurors and said: "The court wishes to caution you again against discussing this case among yourselves. This would be contrary to your oath."

This action was taken at the request of the State, which professed to believe that those men on the jury against whom prejudice will be charged, might discuss the case and influence the others.

POSTAL SAVINGS BANKS.

Under Discussion in Senate—Tribute to Operator—Military Road.

(By Wire to the Morning Star.)

Washington, Jan. 25.—The postal savings bank and omnibus claims bill were before the Senate today, but no substantial progress was made on either measure. An amendment was made to the postal bill limiting the deposits of any one person to $500 and fixing the rate of interest at 2 per cent. Senator Carter, in charge of the measure announced he would keep it before the Senate on every opportunity until disposed of. Senator Heyburn, of Iowa, in an extended speech, opposed the proposed legislation.

The urgency deficiency bill passed and at 4:20 the Senate adjourned.

The House was taken up with legislation affecting the District of Columbia. Pausing for a moment in its legislative activities, the House listened to a eulogy to John B. Binns, the Marconi operator aboard the liner Republic, who remained at his post until the ship went down in the collision Saturday with the Florida. This was by Mr. Boutell, of Illinois, who was given unanimous consent to speak on a "matter of public interest." His eulogy was beantiful and frequently applauded.

Mr. Lamb, of Virginia, introduced a bill for the construction of a military road from Yorktown, Va., to Jamestown, Va., passing through historic Williamsburg, appropriating $100,000 for the work.

JAPAN'S POSITION

Proposed Reduction in Amount—Relations With Other Powers.

(By Cable to the Morning Star.)

Tokio, Jan. 25.—Marquis Katsura, the Premier; Count Jaturo Komura, the Minister of Foreign Affairs, and Viscount Terauchi, the Minister of War, made brief speeches today before the Diet in answer to questions regarding the reduction in armaments and the foreign policy of the Government. The speakers said that Japan's relation with the powers of the world were so improved that the proposed reductions were fully warranted. Premier Katsura said in such matters the Japanese Government would always be guided by world conditions, coupled with the economic condition of the country.

The leading newspapers, in commenting editorially on the California situation, say that the Japanese people must not forget that the unfriendliness toward Japan in America exist only among a small clique in California.

Brave Fire Ladies

often receive severe burns, putting out fires, then use Bucklen's Arnica Salve and forget them. It soon drives out pain. For Burns, Scalds, Wounds, Cuts and Bruises its earth's greatest healer. Quickly cures Skin Eruptions, Old Sores, Boils, Ulcers, Felons; best Pile cure made. Relief is instant. 25c at R. R. Bellamy.

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BALTIC LANDED THE SURVIVORS

Passengers From Ill-Fated Ocean Liners Reached New York Safely.

FLORIDA TOWED TO PIER

Tells Graphic Details of Thrilling Deep-Sea Tragedy—Republic Lies Beneath 38 Fathoms of Water—Florida in Port.

(By Wire to the Morning Star.)

New York, Jan. 25.—Less than 72 hours after the crash between the ocean liners Republic and Florida, off the Nantucket shoals, which eventually sent the one to the bottom and reduced the other to a state of staggering helplessness, the survivors of this thrilling deep-sea tragedy has found a haven at last.

At nightfall 1,650 passengers from the two vessels were safe in this port brought here by the Baltic, while nearing it were the rescued officers and crew of the Republic safe on board the derelict destroyer Seneca, to which they were transferred from the revenue cutter Gresham after staying up to the last moment by their sinking vessel.

At her dock in Brooklyn was the battered Florida, aboard which her crew had remained throughout her trying experiences.

Only the ill-fated Republic was wanting to complete the list. She lies beneath 38 fathoms of water 15 miles south of Nantucket shoals lightship.

Frenzied cheers from the thousands at the pier when she docked greeted the arrival of the Baltic, tears of thankfulness were shed, affectionate greetings were exchanged, and only here and there did a note of sadness intrude itself upon the scene.

Following the Baltic up the harbor was the liner Florida, battered almost to the sinking point herself by the force of the blow she dealt the Republic, and bearing the bodies of her own dead and injured members of her crew.

The Republic's passengers told graphic details of the crash, of the excitement on board, of the bravery of the officers, the good behavior of the crew and the efficient work of rescue.

There are two versions of what happened on the bridge of the Florida when the Republic loomed up in front of her through the morning fog.

From some who had been aboard the Florida and were brought into port by the Baltic it was learned that something went wrong with the Florida's steering wheel when the collision was imminent. One story had it that a quartermaster had the wheel when the commander yelled for it to be jammed to starboard. He put it to port instead and the liners crashed into each other.

Another version of the story is that the man dropped his wheel in a panic when danger impended. Both versions agree in saying that the commander felled the quartermaster with an iron spike following what he must have considered the seaman's recreancy.

WARM WIRELETS.

The Columbus, Ga., Enquirer-Sun was badly damaged by a fire yesterday, starting from the basement and rapidly eating its way to the second floor, but the paper will be issued today as usual.

Earth shocks average a dozen a day and are increasing in number and intensity at Monteleone. Refugees are in a state of alarm and a vast majority are coming to America as soon as they can secure transportation.

Bills were introduced in the Tennessee Legislature yesterday "to prohibit the soliciting of orders for the purchase of alcoholic liquors whether the liquors be in this or in some other State." The bill imposes a jail sentence and a fine.

E. H. Harriman spoke at a reception in Savannah's city hall yesterday, stating as owner that the Central of Georgia needs almost absolute reconstruction. "I want to show the people of the South what a real railroad is," said the magnate. Mr. Harriman left on a special train in the afternoon for Macon and Atlanta.

Two Americans and eight foreigners are imprisoned, three others were injured and the superintendent was carried out unconscious as the result of a gas explosion in a coal mine at Boswick, Pa., early last night. Efforts are being made to reach the imprisoned miners. Trouble had been anticipated and the superintendent and party were investigating when the explosion same.

Frank H. Hitchcock, slated for postmaster general under President-elect Taft, went for a deer hunt after the departure of his chief from Charleston, S. C., and had the good fortune to bring down a fine buck within and hour's drive of the city. Hitchcock was so enthused at killing his first deer that he rushed into the swamp after his quarry and emerged badly torn and tattered.

Mrs. Carrie Nation, who is attempting to deliver a series of lectures in London, met with a very hostile reception at the Canterbury Music Hall last night. She was pelted with eggs, one of them striking her in the face. From the very beginning the audience maintained a chorus of boos and hisses. Her manager vainly appealed for fair play and Mrs. Nation was obliged to quit the house under police protection.

One dollar taffeta silk 79c at Rehder's Clearing Sale. **

MARSHALL WAS WITNESS

Testified In His Own Behalf—Plead For Rankin and Taylor With Tears In His Eyes—Riders Threatened His Life.

(By Wire to the Morning Star.)

Union City, Tenn., Jan. 25.—Nervously rubbing his hands, Ed Marshall, on trial for complicity in the murder of Captain Quentin Ranken by night rides, testified this afternoon in his own behalf. The largest crowd that has attended any night rider trials breathlessly listened to every word uttered by Marshall.

Subjected to a rigid cross-examination, the witness several times became confused and gave answers apparently conflicting with other parts of his testimony. He said he first saw the night riders somewhere when they came to his house and gave him some orders. Later he was told that unless he joined them he and his wife and baby would be killed and his property burned. He went with Fred Pinion, recently sentenced to hang, to the rendezvous and took the oath. He met with them a number of times, but staunchly denied participation in any crime. He knew few members of the band, and could not be positive of the leader. He had been told that the leader was Febringer.

At Walnut Log, becoming convinced that Colonel Taylor and Captain Ranken were to be killed, he said, he pleaded with the leader to save their lives. Failing in this, he mounted his horse and rode away before the firing began.

"I was sobbing," said he, "and if Colonel Taylor knew what I did for him, he would embrace me now."

Warren Morris, who by his confession was the "official poet" of the night riders, was the first witness today. He had not seen the defendant at any meetings of the band but had heard Marshall was a member.

According to the testimony to Elbert Rogers, 35 men participated in the murder of Captain Ranken. He and Marshall live within a short distance of each other. Witnesses said they frequently went together to the rendezvous of the band.

On cross examination he said that he and Marshall both objected to the killing of the Walker negroes at Hickman and were ridiculed by Fehringer because they tried to prevent it.

Attorney General Caldwell was in the court room today for the first time during the trial.

WARM WIRELETS.

Three killed and others injured, some fatally, resulted in an accident on an incline railway leading to the mine of the Piedmont & George's Creek, Coal Co., near Piedmont, W. Va., yesterday. The cars loaded with miners going to work collided with two coal cars bound down.

State Food and Dairy Commissioners in session at Washington yesterday called on the President and presented him a resolution expressing appreciation for the strong fight he has always made for a square deal between the trade and consumers. Dr. William Allen, of Raleigh, was of the committee.

Completion of work on the battleships Idaho and Mississippi has thrown 600 mechanics out of employment in the Philadelphia Navy Yard. It is rumored that the officials will replace the men at a lower rating and at a lower scale when work is resumed. Naval Constructor Stahl has heard of no such arrangements.

Following the killing near Inverness Miss., Sunday night by B. A. Bradley, a prominent planter, and the arrest yesterday of seven negroes, five men and two women, charged with having a part in the crime, the most intense excitement prevails in that vicinity and the lynching of several, if not all, the negroes under arrest before today is not improbable. Bradley was shot from ambush after visiting the cabin of one of the tenants of his plantation, who, it was stated to Bradley, several persons had expressed an intention of whipping.

E. H. Harriman Saturday accepted an invitation of the Augusta Chamber of Commerce to a banquet to be given in his honor at the Country Club Tuesday evening, January 26th. The leading business and professional men of the city will be present, also prominent National politicians who are stopping at the two local tourist hotels. Mr. Harriman controls the Augusta Street Railway, and allied interests, and is interested in other railroad properties in this section.

Are Your Kidneys Well?

Bright's Disease, Diabetes, Rheumatism, Gout, Gravel, Dropsy, Inflammation of the Bladder, Bad Blood and Nervous Troubles caused by Sick Kidneys.

J. Frank Jarman, the well known Druggist of 107 Princess street, Wilmington, N. C., knows by experience that HINDIPO will cure all forms of Kidney and Nervous Troubles, and will guarantee it in all cases.

Can't you afford to try it at their risk? It costs you nothing if it don't do the work.

Sent by mail to any address, prepaid, on receipt of 50 cents. Six boxes, $2.50. Under a positive guarantee.

Men's fancy 50c negligee shirts 37 1-2c at Rehder's Clearing Sale. **

Like a bouquet of flowers,
POCAHONTAS PERFUME
For Sale by
ROBERT R. BELLAMY,
Wilmington, N. C.

Our Business Is Banking

Our effort is to attend to that business; our aim is to please; our wish, to succeed. Your patronage will be appreciated; your interest will be care for; your money draws interest.

TRY US AND YOU'LL BE PLEASED.

The American National Bank
of Wilmington, N. C.
THOS. E. COOPER, Cashier.

jan 26 tf

A. D. BROWN'S
At Cost For Cash!

Commencing Monday morning, January 25th, we will offer our entire STOCK OF CARPETS, consisting of Middlesex Axminster, Wilton Velvets, Stinson, and other makes of Tapestry Brussells, also All Wool Extra Supers.

Ladies' Ready-to-wear Coat Suits — Ladies' Shirt Waists

ja 24-6t.

CAKES

Yes, we make the best. TRY THEM.

E. WARREN & SON
Phone 376.

jan 26 tf

Promptness Courtesy Liberality Strength

Our Cardinal Points.

THE
Southern National BANK.

jan 24 tf

Fancy Dressed
TURKEYS, CHICKENS, TURKEYS.
Beautiful White Celery with the Proper Taste.
Norfolk and New River Oysters Received Daily.
Select Native and Western Beef.
All Seasonable Vegetables.
High Grade Sugar Cured Hams 15c lb.
Fancy Sweet Oranges at 25c dozen.
Palace Market
Phone 72.

ja 23-tf

TO MY FRIENDS.

I have combined my interest with that of The Wilmington Grocery Company, where, with a large, well selected stock of high grade and staple groceries, I will be better prepared to serve my customers than ever before.

With grateful appreciation for the liberal patronage of the past, I respectfully solicit the continued support of my customers in the future.

J. HARGROVE TAYLOR,
At The Wilmington Grocery Company
ja 3-tf.

EXECUTOR'S NOTICE.

The undersigned having qualified as Executor of the last will and testament of William Sherman, Sr., of Bladen county, on the 21st day of December, 1908, notice is hereby given to all persons indebted to the estate of the said William Sherman, Sr., to make immediate payment and settlement; and all persons having claims against said estate will present them for payment within the time prescribed by law, or this notice will be plead in bar of their recovery.

This 29th day of December, 1908.
JOHN F. CROOM, Executor.
Colly, N. C.
1-a-w-6-w.

BEAUTIFUL TEETH

Your health depends largely on the condition of your month. Bad, decayed teeth poison your system.

I am careful to study each case, and try to reproduce nature and make all plates, crowns and bridges to

LOOK RIGHT and FEEL RIGHT.

Instruments sterilized after each operation.

PLATES, $5.00. — CROWNS, $4.00.
Porcelain Crown and Bridge Work.

All work at prices that will appeal to you.

Extractions Free. Lady Attendant.

DR. JAMES W. POWELL'S
Dental Parlors.
Suite 15. Garrell Bldg.
Second and Princess.
"The Doctor Who Doesn't Hurt."
jan 26 tf

Crystal Palace

MR. and MRS. JACK GORDON
In the One-Act Farce,
"THE C. O. D. BARON."

Two Other Big Acts.

CHIEF PRAIRIE DOG.
MAYNE AND MAYNE.

jan 26 tf

Bargains in COFFEE

89 Bags Coffee, 7 1-2cts lb.

114 Bags Coffee, 8 1-2 cts lb.

127 Bags Coffee, 9 1-2 cts. lb.

119 Bags Coffee, 10 1-2 cts. lb.

173 Bags Fancy Coffee, 11 1-2cts. lb.

1,700 lbs. "Fortune Teller" Coffee, 1-lb. cans.

1,960 lbs. "Luzianne" Coffee, 1-lb. cans.

860 lbs. "The Boss" Coffee, 10ct. cans.

840 lbs. "Tencent" Coffee, 10 cent cans.

115 Tons Nitrate Soda.

80 Tons Muriate Potash.

50 Tons Sulphate Potash.

W. B. COOPER
Jobber and Importer.
Corner Grace and Nutt Sts.
Wilmington, N. C.

jan 17 tf

For Sale:
Two Good Farm Mules Cheap.
Apply to
Samuel Bear, Sr., & Sons
18 Market Street,
WILMINGTON, N. C.

ja 23-tf